SEPA Environmental Checklist

South Tacoma Station Access Improvements Project

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SOUNDTRANSIT

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Acronyms and Abbreviations

ADA	Americans with Disabilities Act
AI	Area of Impacts
BMPs	Best Management Practices
CO	Carbon Monoxide
DAHP	Washington Department of Archaeology and Historic Preservation
dBA	Decibels
Ecology	Washington State Department of Ecology
EIS	Environmental Impact Statement
GHG	Greenhouse Gas
GIS	Geographic Information System
HRA	Historical Research Associates, Inc.
I-5	Interstate 5
ID	Identification Number
Leq	Equivalent sound level
Lmax	Maximum sound level
LPI	Leading Pedestrian Interval
MSATs	Mobile Source Air Toxics
NA	Not applicable
NADB	National Archeological Database
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
P&R	Park and Ride
PAHs	Polycyclic Aromatic Hydrocarbons
PCBs	Polychlorinated Biphenyls
ppm	Parts per million
ROW	Right-of-Way
SEPA	State Environmental Policy Act
SERA	South End Recreation & Adventure
SR	State Route
ST3 Plan	Sound Transit 3 Plan
SPCC	Spill Prevention, Control and Countermeasure
SWPPP	Storm Water Pollution Prevention Plan
TESC	Temporary Erosion and Sediment Control
TMC	Tacoma Municipal Code
VOC	Volatile Organic Compound
WAC	Washington Administrative Code
WISAARD	Washington Information System for Architectural and Archeological Records Data
WSDOT	Washington State Department of Transportation

PROJECT OVERVIEW

The Central Puget Sound Regional Transit Authority (Sound Transit) proposes to construct and operate a number of individual projects designed to improve access to the South Tacoma Station and surrounding area. The South Tacoma Station is part of Sound Transit's S Line commuter rail service. This proposal would improve walking, biking, bus, parking, and station facilities. Proposed improvements include new and updated sidewalks, ramps that are compliant with the Americans with Disabilities Act (ADA), bicycle lanes, bus facility improvements, surface parking, and station upgrades. Sound Transit is reviewing this project under the State Environmental Policy Act (SEPA). The environmental review evaluates project impacts along with potential measures to avoid, reduce, or mitigate those impacts.

The proposed South Tacoma Station access improvements were identified through an alternatives analysis conducted in 2021 for the project (Sound Transit 2021). The alternatives analysis identified two tiers of projects: those identified as Potential Improvements (herein titled Priority 1 projects) and those identified as Possible Alternates (herein titled Priority 2 projects). Three key criteria were used to identify Priority 1 and Priority 2 projects. These criteria were:

- Improves connections for underserved communities
- Addresses a substantial travel barrier
- Located within proximity of the station

For the purposes of this environmental analysis, all Priority 1 and Priority 2 projects are included in this SEPA Environmental Checklist and environmental review.

SUMMARY OF ENVIRONMENTAL ELEMENTS

Earth

The project area is essentially flat with very little elevation gain. Similarly, soils in the area are uniformly composed of Urban land-Alderwood complex. The soils are very resistant to erosion and are stable. The project area does not have seismic, landslide, steep slope, or erosion hazard zones and is conducive to urban development. Project-designated Best Management Practices (BMPs) for erosion control would result in minimal or no issues related to erosion during construction. Several improvements that would likely disturb more than 1 acre include the South End Recreation & Adventure (SERA) Campus parking lot expansion, and the S Adams Street, S 58th Street, and S Pine Street Connections. A National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit and a Stormwater Pollution Prevention Plan (SWPPP) would be required from the Washington State Department of Ecology (Ecology).

Air

Construction activities would result in short-term emissions such as dust from soil disturbance and vehicle exhaust from construction vehicles and equipment (e.g., carbon monoxide, sulfur dioxide, nitrogen oxide, and particulates). The improvements would occur over five years, and individual improvements would have very short-term and localized effects that are unlikely to notably impact air quality. There may be some temporary (approximately one to two hours) odor

impacts at adjacent properties related to paving the new surface parking lot and replacing pavement for bicycle lanes and other improvements within existing roadway surfaces. Some greenhouse gases and mobile source air toxics would result from use of vehicles during the construction and operation phases; however, these would not cause a deterioration in the air quality. The project would support long-term air quality improvements by providing non-motorized access opportunities.

Water

There are two wetlands and no other surface waterbodies identified in the project area. These two wetlands would not be affected by construction or operation of the project. The project would improve the control of stormwater runoff because many of the proposed improvement locations currently have no facilities for stormwater control, and the project would add collection and treatment (infiltration) facilities to the project area. The soils in the project area are conducive to infiltration, and use of this treatment option is a recognized sustainable solution. No hazardous waste would be discharged to surface waters or groundwater, and the project would not affect drainage patterns. The project will not result in placing fill within the 100-year floodplain and thus would not affect the storage capacity of the floodplain.

Plants

The project would be in a heavily urbanized environment, and there are few native plants in the area. A mix of landscaping, noxious weed species, invasive species, shrubs, and trees are located along the project area. The project would comply with street tree permit requirements for trees located within the right-of-way (ROW). The project would replace removed landscaping and proposes adding landscaping for a number of areas, including the parking lot at the SERA Campus.

Animals

There is generally little habitat for animal species because the general project vicinity is highly urbanized, and any existing habitat is fragmented. Thus, the existing habitat generally supports only small mammals, reptiles, and amphibians. There are no listed threatened or endangered wildlife species known to be on or near the project site.

Energy and Natural Resources

The project would require the use of electricity for electric vehicle charging, illumination, signals, rail crossing arms, and station upgrades (i.e., public address and security systems). The project's demand for electricity is not anticipated to adversely affect the supply of electricity and would not affect the potential use of solar energy at the adjacent properties.

Environmental Health – Hazardous Materials

The project would not affect any identified contaminated sites. The project is also located in the area of past contamination from the Asarco Copper Smelter that released arsenic, lead, and other heavy metals; however, South Tacoma and the project area are located in the lowest predicted arsenic concentration area, which is below the threshold for required cleanup.

Although there is potential for inadvertent spills of fuel or other materials to occur during construction or for unknown contamination to be encountered, the contractor would be required to prepare and implement a Spill Prevention, Control and Countermeasure (SPCC) plan and, if fueling is proposed, to conduct any staging in areas that have containment measures in place.

Environmental Health – Noise and Vibration

Construction activities would produce noise and vibration lasting for the duration of construction. Maximum anticipated construction noise levels could reach 88 dBA Lmax (maximum noise level) at the nearest residences during the heaviest periods of construction. However, maximum noise levels are expected to only occur infrequently and for short periods of time, with typical construction noise levels ranging from 70 to 80 decibels (dBA) for 15-minute Leq (equivalent sound level). With the use of recommended noise minimization measures, no adverse noise impacts are anticipated. Construction vibration is not expected to produce any adverse effects because the proposed improvements generally would not be located close to existing structures (usually farther than 50 feet away). Because the project does not propose increased operations, long-term sound and vibration levels are not anticipated to change.

Land and Shoreline Use

Because most of the project improvements would occur within transportation ROW and consist of non-motorized improvements, they generally would result in no change in land use. The SERA Campus shared parking lot adjacent to the existing paved parking area at SERA would be converted to additional permanent parking. There would be no adverse effects on land or shoreline use. The project improvements are consistent with policies in the City of Tacoma's Comprehensive Plan and the Tacoma Mall Neighborhood Subarea Plan, as well as Sound Transit's South Sounder Strategic Development & Implementation Plan (Sound Transit 2020).

Housing

The project would not provide or eliminate any housing units.

Aesthetics

The project would have temporary effects on views during construction that would include construction equipment and vehicles, disturbed areas, and staged materials. The completed project would have no impact on views, and there are no identified sensitive views in the project area. The project improvements generally would have no effect on views because they are mostly pedestrian-level road improvements consistent with the existing roadway environment. Views of the new surface parking area lot expansion at the SERA Campus would be consistent with the views of the existing SERA Campus surface parking.

Light and Glare

There may be some temporary light produced during construction if night work is necessary. The project would install some additional permanent luminaires along several of the project improvements and at the surface parking lot, thereby slightly increasing nighttime light. These luminaires would direct light downward to minimize any glare to drivers on the roads as well as to adjacent properties.

Recreation

The project will add more parking at the SERA Campus, a multi-use trail, sidewalks, and bicycle facilities, which are expected to benefit access to recreation. The project does not adversely affect any existing recreational opportunities.

Historic and Cultural Preservation

The historic and cultural survey identified 10 properties (residences, commercial, and utility properties) that are potentially eligible for listing on federal, state, and local historic registers; one of the properties was recommended eligible for listing (5448-5450 South Tacoma Way). There were no recorded archaeological sites within the project area. A review of previous archaeological surveys conducted near the access improvements (i.e., within 0.25 mile) and the project's archaeological survey (pedestrian survey and shovel probes) revealed no known cultural or archaeological resources present. Therefore, it is anticipated that the project would not affect any historic or cultural resources. If archaeological resources are encountered during construction activities, the project's inadvertent discovery plan would be implemented.

Transportation

The purpose of the project is to improve access to the South Tacoma Station. Although the project would increase trips by approximately 19 additional a.m. peak hour trips and 11 additional p.m. peak hour trips and on the area's roads to access new parking and the improved drop-off/pickup areas, these trips would not change the level of service on the local roads or at the modeled project area intersections. Thus, the project would have no adverse effects on transportation, but rather would have a beneficial effect on non-motorized travel to and from the station.

Public Services

Project construction could require temporary lane closures or detours, which would have the potential to temporarily impact access for emergency vehicles. The contractor would be required to maintain access for emergency vehicles and provide notification of potential lane closures or detours. Following construction, the project would not have long-term impacts to public services.

Utilities

During construction, the project would require electricity and water service. The only utility required for the completed project is electricity for luminaires, signals, and electric vehicle charging stations. This additional demand for electricity would not have an adverse effect on the electrical supply in the project area. The project would also relocate power poles and communication lines and would adjust surface utility features such as maintenance holes, valves, and other elements.

A. BACKGROUND

A 1. Name of proposed project, if applicable:

South Tacoma Station Access Improvements Project (project)

A 2. Name of applicant:

Central Puget Sound Regional Transit Authority (Sound Transit)

A 3. Address and phone number of applicant and contact person:

Lesley Maurer, Senior Environmental Planner
Office of Environmental Affairs and Sustainability
Union Station, 401 S Jackson Street, Seattle, WA 98104-2826
Phone: 206-553-3892

A 4. Date checklist prepared:

January 30, 2024

A 5. Agency requesting checklist:

Sound Transit

A 6. Proposed timing or schedule (including phasing, if applicable):

The Sound Transit Board of Directors would select the projects to be built after completion of the environmental review process. The project is currently scheduled for construction to occur between 2025 and 2030.

A 7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Yes. The Sound Transit 3 (ST3) Plan (Sound Transit 2016) includes projects to expand the capacity and enhance future Sounder S Line rail service to meet the projected increased demand due to increasing population and employment over the next 25-year period.

A 8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Sound Transit previously prepared plan-level and project-level environmental reviews that address planned regional high-capacity transit improvements, including improvements to Sounder Commuter Rail. The portion of the S Line from Tacoma Dome to Lakewood, including the South Tacoma Station, was included in the Lakewood to Tacoma Commuter Rail EIS (Sound Transit 2002) and the S Line from Seattle to Tacoma Dome was covered in the Tacoma to Seattle Commuter Rail Environmental Assessment (Sound Transit 1998). Sound Transit's regional transit plan was reviewed in the Regional Transit Long Range Plan Update Final Supplemental Environmental Impact Statement (EIS) (Sound Transit 2014).

Also, an internal Hazardous Materials Technical Memorandum was prepared to inform the text of the environmental health section of the SEPA Checklist (Shannon & Wilson 2023).

A 9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

There are no known applications for approvals of other proposals directly affecting the properties covered by the South Tacoma Station Access Improvements Project components.

A 10. List any government approvals or permits that will be needed for your proposal, if known.

- Ecology NPDES Construction Stormwater General Permit
- City of Tacoma permits and approvals related to:
  - Electrical Equipment Installation.
  - Low Voltage Equipment Installation.
  - Building Permits.
  - Demo Permit.
  - Site Development Permit.
  - ROW Use and Barricading.
  - ROW Construction.
  - Work Order.
  - ROW Tree Work.
  - ROW Utility.
  - ROW Occupancy Permit.

A 11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The proposal consists of several individual improvements designed to improve access and connections to and from the South Tacoma Station. Sound Transit proposes to improve access to the South Tacoma Station and surrounding area by improving walking, biking, and bus facilities. Proposed improvements include new and updated sidewalks, ADA-compliant ramps, bicycle lanes, bus facility improvements, surface parking, and station upgrades.

Figure 1 shows the location of the proposed access improvement projects. Each access improvement project has been given a letter and number identification (ID). Figure 2 shows the locations of the improvements by ID. Table 1 summarizes the improvements by type.

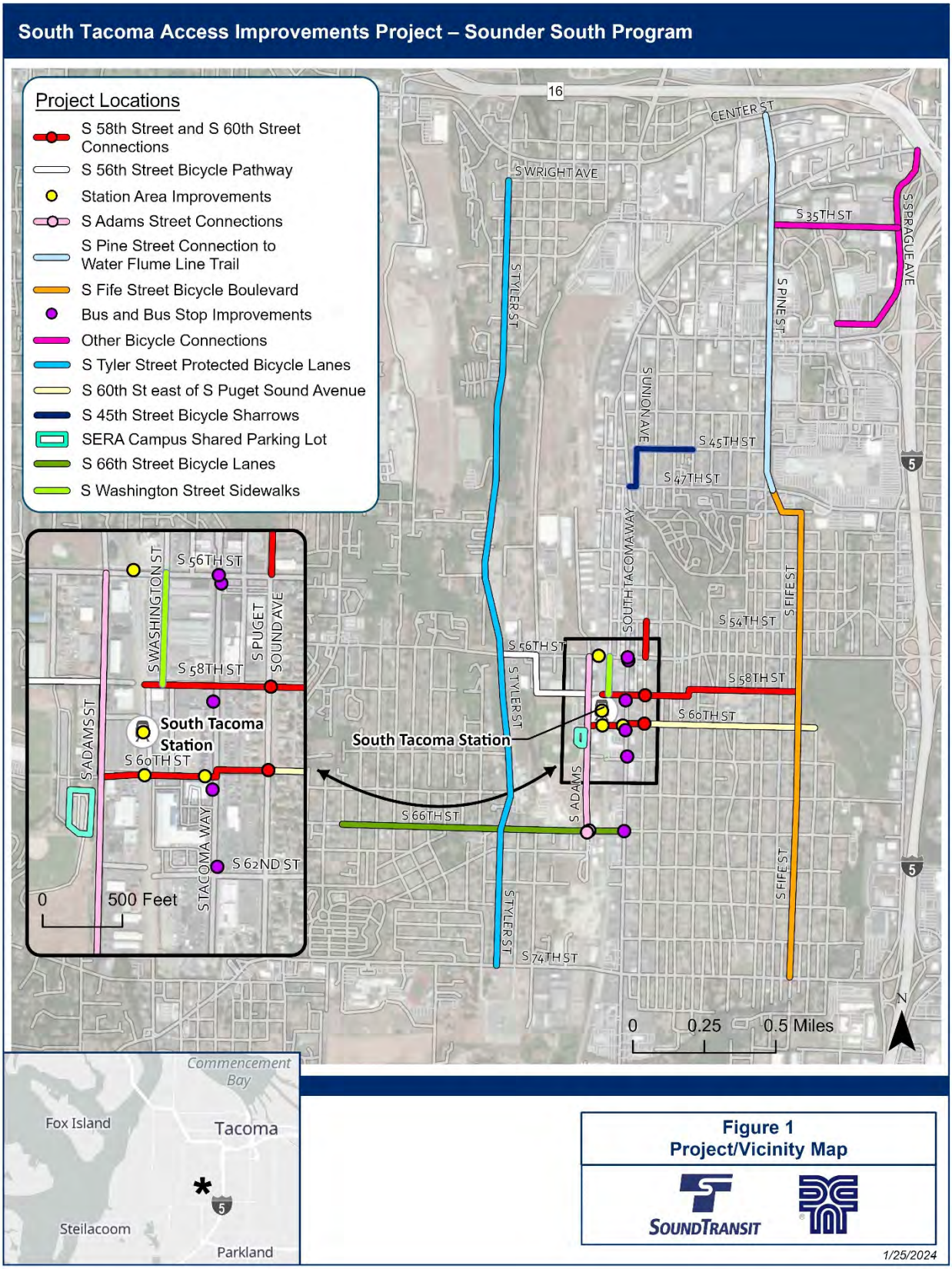


Figure 1 Project/vicinity map

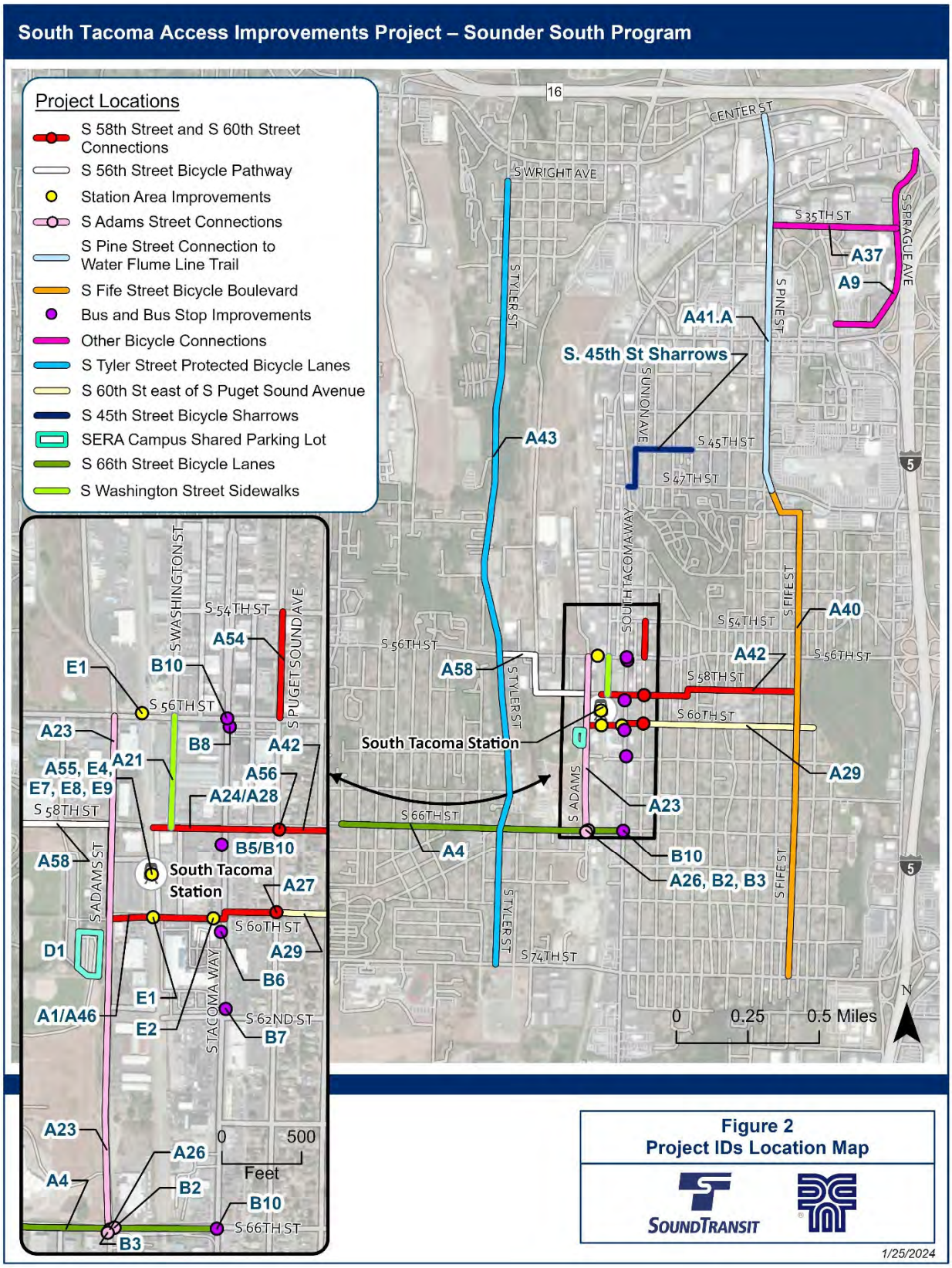


Figure 2 Project IDs location map

Table 1 Summary of improvements

Project IDs	Description / Location	Project Length (feet)	Improve Bicycle Facilities	Improve Pedestrian Facilities	Improve Transit Facilities	Add Lighting	Increase Parking Capacity
S 58th Street and S 60th Street Connections							
A1, A27, A46	S 60th Street Improvements	1,050	✓	✓		✓	
A24, A28, A56	S 58th Street Improvements	450	✓	✓		✓	
A42	S 58th Street Corridor Non-motorized Improvements	2,030	✓	✓			
A54	S Puget Sound Avenue Bicycle Lanes	930	✓				
S 56th Street Bicycle Pathway							
A58	S 56th Street Bicycle Pathway	2,320	✓	✓		✓	
Station Area Improvements							
A48	Station Area Curb Ramp Retrofits	NA[1]		✓			
A55	Station Area Sidewalk Improvements	NA		✓			
E1	Station Area At-grade Rail Crossing Improvements	NA	✓	✓			
E2	Wayfinding	NA	✓	✓	✓		
E4	Public Address System	NA			✓		
E7	Station Shelter Improvements	NA			✓		
E8	Additional Security Camera System	NA			✓		
E9	Station Accessibility Improvements for Sight Impaired	NA		✓	✓		

Project IDs	Description / Location	Project Length (feet)	Improve Bicycle Facilities	Improve Pedestrian Facilities	Improve Transit Facilities	Add Lighting	Increase Parking Capacity
S Adams Street Connections							
A23, A26	S Adams Street Connections	3,200	✓	✓	✓	✓	
B2, B3	S 66th Street/S Adams Street Bus Stop Improvements	NA		✓	✓	✓	
S Pine Street Connection to Water Flume Line Trail							
A41.A	S Pine Street Connection to Water Flume Line Trail	7,000	✓	✓	✓	✓	
S Fife Street Bicycle Boulevard							
A40	S Fife Street Bicycle Boulevard	9,400	✓	✓			
Bus and Bus Stop Improvements							
B5, B6, B7, B8	Bus Stop Improvements at South Tacoma Way intersections with S 56th, S 58th, S 60th, and S 62nd Streets	NA		✓	✓	✓	
B10	Transit Signal Priority	NA			✓		
Other Bicycle Connections							
A9	S Sprague Avenue Bicycle Lanes	4,170	✓				
A37	S 35th Street Bicycle Lanes	2,300	✓				
Other Potential Improvements							
A49	Leading Pedestrian Intervals at Signals	NA		✓			
A50	Bicycle Detection Intersection Upgrades	NA	✓				
E11	Street Lighting Improvements	NA				✓	

Project IDs	Description / Location	Project Length (feet)	Improve Bicycle Facilities	Improve Pedestrian Facilities	Improve Transit Facilities	Add Lighting	Increase Parking Capacity
S Tyler Street Protected Bicycle Lanes							
A43	S Tyler Street Protected Bicycle Lanes	14,600	✓			✓	
S 60th Street East of S Puget Sound Avenue							
A29	S 60th Street East of S Puget Sound Avenue	3,150	✓	✓			
S Washington Street Sidewalks							
A21	S Washington Street Sidewalks	680		✓			
S 45th Street Bicycle Sharrows							
No ID	S 45th Street Bicycle Sharrows	1,630	✓				
SERA Campus Shared Parking Lot							
D1	SERA Campus Shared Parking Lot	NA				✓	✓
S 66th Street Bicycle Lanes							
A4	S 66th Street Bicycle Lanes	11,380	✓				

Note: (1) Not applicable

S 58th Street and S 60th Street Connections (A1, A27, A46, A24, A28, A56, A42, A54)

The improvements proposed within the S 58th Street and S 60th Street corridors would facilitate crossing of South Tacoma Way (a principal arterial) and connect the station to neighborhoods to the east, the Water Flume Line Trail, Edison Elementary School, and Wapato Hills Park. These S 58th Street and S 60th Street improvements also would extend the existing bicycle lanes on S Puget Sound Avenue to include the section between S 54th Street and S 58th Street, connecting into existing bicycle lanes before S 58th Street and would add bicycle detection at the S 56th Street/S Puget Sound Avenue intersection.

The proposed improvements along S 58th Street include the following:

- Provide sidewalk on south side of S 58th Street from the station to South Tacoma Way, upgrade curb ramps, and mark crosswalks.
- Provide protected bicycle lanes on S 58th Street from the station to South Tacoma Way including bicycle and pedestrian priority at the signal on South Tacoma Way.
- Improve bicycle and pedestrian crossings at the S Puget Sound Avenue intersection using striping or other priority treatments and improve the crossing for pedestrians. Includes curb bulb outs and a pedestrian-activated signal.

- Install bicycle pavement markings for sharrows from South Tacoma Way to S Fife Street.
- Improve sidewalks and curb ramps between S Puget Sound Avenue and S Lawrence Street to meet ADA standards.
- Construct sidewalk, curb ramps, and bicycle boulevard improvements from S Lawrence Street to S Fife Street.

The proposed improvements along S 60th Street include the following:

- Construct bicycle facilities on the north side of S 60th Street from S Adams Street to South Tacoma Way that transition to a bicycle boulevard to S Puget Sound Avenue.
- Provide signalization at S 60th Street and South Tacoma Way and restrict traffic on the east leg to right in-right out.
- Upgrade intersection crossing of S 60th Street and S Puget Sound Avenue to include pedestrian and bicycle safety treatments. Includes a pedestrian-activated signal and restricting traffic on the east leg to right in-right out.
- Install curb ramps, gutter, lighting, and sidewalk on the north side of S 60th Street between S Adams Street and South Tacoma Way. Include a crossing at the SERA Campus entrance at S Adams Street and S 60th Street.

S 56th Street Bicycle Pathway (A58)

A bicycle and pedestrian facility would be constructed between S Tyler Street and the South Tacoma Station to allow bicyclists and pedestrians to travel to the west and avoid S 56th Street between the station and S Madison Street. This proposed facility includes:

- An 8-foot-wide shared sidewalk facility on S 56th Street between S Tyler Street and S Madison Street.
- A shared use path on S Madison Street between S 56th Street and the northern boundary of the SERA Campus.
- Continuation of the shared use path along the northern edge of the SERA Campus between S Madison Street and S Adams Street. This path would tie into improvements on S 60th Street connecting S Adams Street and the station.
- New utility poles, luminaires, and new pedestrian-scale lighting between the intersections of S 56th Street/S Madison Street and S 58th Street/S Durango Street.

Station Area Improvements (A48, A55, E1, E2, E4, E7, E8, E9)

The South Tacoma Station area improvements are proposed to enhance access conditions for sight-impaired, non-English-speaking, and disabled persons, as well to support non-motorized access to the station. These station area improvements include the following upgrades to the station:

- Install a public address system.
- Provide additional security cameras with signage notifying that cameras are active and located at the station and in the parking lot.
- Provide accessible wayfinding for sight-impaired persons, including braille for ticketing and tactile strips between platform and drop-off areas on S Washington Street.

- Provide signage for non-English-speaking persons.
- Provide a mini-high platform shelter, so riders with mobility devices can wait closer to where they board the train.
- Improve non-motorized crossings at both at-grade crossings of S 56th Street and S 60th Street by installing sidewalk crossing arms and four-quadrant crossing arms, additional warning signage, and other accessibility improvements.

In addition, ADA-compliant curb ramps would be retrofitted/upgraded at select locations within 0.5 mile of the station. Station area sidewalks, including driveway cuts, would be constructed and improved at select locations within 0.5 mile of the station.

Wayfinding would be improved for traffic from the northeast to the station (via South Tacoma Way or via S Washington Street), from the northwest, and from the south (for drop-off rather than parking). Wayfinding would also be provided for non-motorized users from South Tacoma Way.

S Adams Street Connections (A23, A26, B2, B3)

Sidewalk and crossing improvements would be constructed on S Adams Street between S 56th Street and S 66th Street. The following improvements were developed for this corridor:

- Complete the sidewalks on both sides of S Adams Street from S 66th Street to S 56th Street. The section of new sidewalk construction on the west side of S Adams Street from S 66th Street to the northern driveway of the southern SERA Campus parking lot would remain as is.
- Between S 66th Street and the southern SERA Campus parking lot, add a two-way bicycle lane in the street on the west side of S Adams Street. North of the southern SERA Campus parking lot, a shared use path would be constructed within Metro Parks and City of Tacoma ROW.
- Upgrade crosswalks and ADA ramps at the intersection of S Adams Street/S 60th Street, utilizing both Metro Parks and City of Tacoma ROW to accommodate the improvements, and remove existing on-street parking in limited areas.
- Provide a signalized pedestrian crossing of S 66th Street at S Adams Street to facilitate transit access and bicycle connectivity, stripe crosswalks, and upgrade ADA ramps.
- At the intersection of S Adams Street/S 66th Street, provide improved passenger amenities, including shelter, pedestrian-scale lighting, and a bench.

S Pine Street Connection to Water Flume Line Trail (A41.A)

S Pine Street provides a north-south connection between the South Tacoma Station area and the employment center near Tacoma Mall. This access improvement project would construct bicycle lanes on S Pine Street from S Center Street to S 47th Street by removing through or turn lanes. S Pine Street turns into S Oakes Street approaching S 47th Street. The following improvements are proposed:

- Addition of a pedestrian-activated signal on S Pine Street/S 42nd Street.
- Shared-use path from S 47th Street to S 45th Street.
- Channelization modification from northbound S Pine Street to eastbound S 45th Street.

- Grading or construction of retaining wall on southeast corner of S Pine Street/S 45th Street.
- Signal modifications to allow for modifications to channelization.
- Floating bus stops (located between the vehicle travel lane and the bicycle lane).
- ADA curb ramp replacements.

S Fife Street Bicycle Boulevard (A40)

The project would include a bicycle boulevard on S Fife Street from S 48th Street to S 74th Street. Bicycle boulevards are streets with low traffic volumes and speeds, designated and designed to give bicycles travel priority. This improvement would include speed humps, plastic sharrow symbols, etc. to reduce traffic speeds and make motorists more aware of bicyclists. At the north end, the bicycle boulevard would turn west onto S 48th Street for two blocks to S Oakes Street.

The S Fife Street bicycle boulevard would include a pedestrian signal at S 56th Street and vehicle turn restrictions to safely support movement of bicyclists and pedestrians across the S 56th Street arterial. The project also includes ADA ramp improvements at 62nd Street, 68th Street, and 72nd Street.

Bus and Bus Stop Improvements (B5, B6, B7, B8, B10)

Pierce Transit Route 3 runs on South Tacoma Way from the Lakewood Transit Center and extends north through the project area and would serve the access improvements.

The project would provide improved passenger amenities, such as a shelter, bench, and pedestrian-scale lighting at the South Tacoma Way intersections with S 56th, S 58th, and S 62nd streets. Intersection improvements along South Tacoma Way may also include transit signal priority at intersections along South Tacoma Way (S 56th Street, S 58th Street, and S 66th Street).

Other Bicycle Connections (A9, A37)

The project includes bicycle improvements along the following corridors:

- S Sprague Avenue Bicycle Lanes – The project would construct bicycle lanes on S 37th Street/S Sprague Avenue from South Tacoma Way to S Steele Street to provide a connection to the non-motorized crossing of Interstate 5 (I-5) at S 37th Street. (The nearest I-5 crossings for bicycles and pedestrians are 0.5 mile to the north or south, and those crossings do not provide separation for bicyclists and pedestrians from vehicles.)
- S 35th Street Bicycle Lanes – The project would construct bicycle lanes on S 35th Street between S Pine Street and S Sprague Avenue connecting S Sprague Avenue and the S 37th Street crossing to the improved north-south S Pine Street corridor bicycle lanes.

Other Potential Improvements (A49, A50, E11)

Other potential project improvements include the following:

- Leading Pedestrian Intervals (LPIs) at Signals – Upgrade signals to include LPIs at existing signalized intersections within 0.25 mile of the station; include accessible pedestrian signals and no right turn on red (static or actuated signage). LPIs work by

turning on the walk signal 3 seconds to 7 seconds before drivers get a green light, which provides pedestrians a head start, making them more visible to drivers.

- Bicycle Detection Intersection Upgrades – Include bicycle detection at select intersections along existing bicycle routes within 0.25 mile of station.
- Street Lighting Improvements – Install street lighting on priority roadways within 0.25 mile of the station.

S Tyler Street Protected Bicycle Lanes (A43)

S Tyler Street serves as a primary north-south bicycle route adjacent to the station, to the north. This project improvement would add protection to existing bicycle lanes from S 74th Street to S Wright Avenue by removing turn or through lanes, or on-street parking. Signal upgrades would also occur at S 74th Street, S 56th Street and S 36th Street.

S 60th Street East of S Puget Sound Avenue (A29)

The area east of S Puget Sound Avenue and bounded by S 56th Street, S Wapato Street, and S 66th Street includes approximately 0.5 square mile of residences and includes Edison Elementary School, Wapato Hills Park, and the Water Flume Line Trail. This improvement would add sidewalks and bicycle boulevard treatments on S 60th Street between S Puget Sound Avenue and S Prospect Street, providing for a non-motorized connection from this area to and from the South Tacoma Station.

S Washington Street Sidewalks (A21)

This improvement would construct sidewalks on the western side of S Washington Street between S 56th Street and S 58th Street, connecting the station to the area to the north.

S 45th Street Bicycle Sharrows (no ID)

Bicycle sharrows would be added to S 45th Street from S Union Avenue to S Lawrence Street and would extend along S Union Avenue to connect to the intersection of Water Flume Line Trail/S 47th Street/South Tacoma Way. Sharrows, or shared lane markings, are street marking symbols installed in a vehicle travel lane to indicate where people should preferably cycle.

SERA Campus Shared Parking Lot (D1)

Improvements to existing parking at the Metro Parks Tacoma SERA Campus park complex would include expanding the existing paved SERA Campus parking lot, located west of the South Tacoma Station, by up to an additional 50 parking stalls and making improvements to parking, including parking management, to allow for shared parking for transit and recreation. The lot would include pedestrian-accessible connecting routes to the new shared use path adjacent to S Adams Street and S 60th Street, electric vehicle charging stations, and illumination internal to the parking lot.

S 66th Street Bicycle Lanes (A4)

This improvement project would add protected bicycle lanes and upgrade existing bicycle lanes to protected bicycle lanes on S 66th Street from S Orchard Street to S Puget Sound Avenue.

A 12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The address of the South Tacoma Station is 5650 S Washington Street, Tacoma, Washington 98409. Figure 1 shows the location of the proposed access improvement projects, which are located throughout the South Tacoma Station area. Figure 2 shows the project locations by ID.

B. ENVIRONMENTAL ELEMENTS

B 1. Earth

B 1 a. General description of the site:

Flat, rolling, hilly, steep slopes, mountainous, other _____

B 1 b. What is the steepest slope on the site (approximate percent slope)?

The project area is essentially flat, with elevations ranging from approximately 230 feet to 370 feet above sea level across the entire project area. Slopes generally range from 0% to 40%.

B 1 c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

U.S. Department of Agriculture Web Soil Survey (USDA 2023) reports that the following soil types exist within the project area:

- Urban land, 0% to 5% slopes.
- Urban land-Alderwood complex, 5% to 12% slopes.

The soil types in the project area are not considered prime agricultural soils because the area is urbanized, and there is no agricultural land of long-term commercial significance in the area.

B 1 d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

The following City of Tacoma Geographic Information System (GIS) maps (Tacoma 2023) were reviewed for history of unstable soils in the immediate project vicinity:

- **Steep Slopes (2023):** Steep slopes greater than 40% are located in several places throughout the project area, including adjacent to S Tyler Street, adjacent to S Sprague Avenue west of I-5, and along the west side of the SERA Campus. It is expected that none of these slopes would be affected by the proposed project.
- **Landslide Hazard Areas (2023):** No areas of landslide hazard are mapped within the proposed project area.
- **Liquefaction Susceptibility (2023):** Areas encompassing the proposed project area are mapped as having very low liquefaction susceptibility.

B 1 e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Clearing, grading, excavation, and fill would occur to achieve the proposed grades necessary for development of some of the proposed project facilities, such as the parking facilities adjacent to the SERA Campus Shared Parking Lot (D1), and other improvements to install sidewalks, landscaping, and underground utilities. It is estimated that these projects would have balanced cut and fill. Approximately 11,500 cubic yards of excavation and 11,000 cubic yards of fill would

be required if all the access improvement projects are implemented. It is anticipated that structural fill material would be obtained from a local aggregate supplier.

B 1 f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Construction would involve ground disturbance, which can expose soils susceptible to erosion and potentially affect off-site areas and stormwater. The areas of disturbance generally would be limited in size and number; therefore, the potential for erosion is minor. Project construction would follow standard erosion control procedures to minimize this ground disturbance or to avoid potential erosion impacts (see B1.h below).

B 1 g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

The access improvements generally would occur over existing impervious surfaces except for the following locations, which include various new surfaces including pavement and sidewalk:

- S Adams Street.
- SERA Campus Shared Parking Lot.
- S 56th Street.
- S 58th Street.
- S 60th Street.
- S Pine Street.

The total new impervious area for all improvements combined is estimated to range from approximately 92,000 square feet to 128,000 square feet, depending on the specific design options selected. Some of these areas, such as the SERA Campus Shared Parking Lot (D1) are already composed of compacted and disturbed gravel surfaces. Overall, after construction, the project would be 95% covered with impervious surface, and the remaining 5% would be mostly landscaping.

B 1 h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

The project would develop and implement a temporary erosion and sediment control (TESC) plan to reduce or control erosion or other impacts to the earth. The TESC plan would include the use of BMPs in compliance with the Ecology's Stormwater Management Manual for Western Washington and the current City of Tacoma Stormwater Management Manual, and could include all or a combination of the following:

Stabilization BMPs may include:

- Hydroseed disturbed ground.
- Mulch the ground with straw or wood chips.
- Cover stockpiled soil with plastic.
- Cover disturbed soils during wet weather (if uncovered for more than two days if not being worked).
- Keep staging and travel areas clear of dirt.

- Preserve and minimize removal of natural vegetation.

Structural BMPs may include:

- Install silt fencing around disturbed areas.
- Channel runoff through temporary drainage swales to minimize runoff concentration from exposed areas.
- Install rock check dams, straw bale barriers, or sediment traps to reduce runoff velocity.
- Install rock pad construction entrances.
- Install truck wheel wash pads as necessary.
- Inspect facilities at regular intervals.

The improvements that would potentially disturb more than 1 acre include the S Adams Street Connections, the SERA Campus Shared Parking Lot, S Pine Street Connection to Water Flume Line Trail, and S 58th Street Connections; an NPDES Construction Stormwater General Permit would be required from Ecology for these improvements. In addition to following an approved TESC plan, the contractor would be monitored by Ecology under the NPDES Stormwater Construction General Permit. As part of the NPDES permit requirements, the contractor is required to prepare and implement a SWPPP for the project and to keep a copy of it on-site for reference.

The SWPPP includes objectives to implement BMPs to minimize erosion and sediments from rainfall runoff at construction sites and to identify, reduce, eliminate, or prevent the pollution of stormwater; prevent violations of surface water quality, groundwater quality, or sediment management standards; and prevent adverse water quality impacts during construction by controlling peak rates and volumes of stormwater runoff at the permittee's outfall and discharge locations.

B 2. Air

B 2 a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Construction activities and associated vehicles and equipment produce a variety of air emissions lasting for the duration of construction. One of the main air emissions is the generation of fugitive dust from earth disturbance. Land clearing, grading, and excavation would disturb the ground, particularly for the shared use path and the SERA Campus Shared Parking Lot. Once soil is disturbed, wind can pick up and carry particles off-site, causing impacts to the environment and human health. Dust can also be caused by the movement of soil to and from the construction site, particularly if truck loads are not covered. Dust increases the levels of particulate matter in the form of PM2.5 and PM10 in the atmosphere. Other air emissions resulting from construction vehicle and equipment exhaust include carbon monoxide (CO), carbon dioxide, sulfur dioxide, nitrogen oxide, and particulate matter. These emissions constitute greenhouse gases (GHGs).

The project would produce temporary odor emissions that would be detectible at surrounding land uses as a result of the asphalt paving that would occur. Asphalt paving produces a strong odor caused by the presence of aromatic hydrocarbons (i.e., volatile organic compounds or VOCs) in the asphalt. The VOCs evaporate easily, especially when the asphalt is heated, resulting in the strong odor. Once the asphalt cools, it stops releasing fumes and the odor

dissipates, typically approximately an hour after paving is completed. Temporary exposure to these VOCs is not anticipated to cause a health hazard, but they instead may cause a short-term nuisance.

During use of the proposed SERA Campus Shared Parking Lot, passenger vehicles would also produce GHGs. The project would generate a total of 19 trips in the a.m. peak hour and 11 trips in the p.m. peak hour per day to and from the expanded parking lot, as well as miscellaneous drop-off trips. An estimate of the GHGs produced during operations is approximately 533 metric tons of carbon dioxide. This estimate is based on 60,000 gallons of gasoline used for 50 round trips of 50 miles each over 365 days with an average of 15 gallons of gas used per mile (EPA 2023). Thus, the total GHGs produced as a result of the access improvements are anticipated to be well below the 10,000-metric-ton recommended limit for a qualitative GHG analysis (Ecology 2023a). Therefore, no further review or evaluation of GHGs was conducted for this project.

Vehicles also emit a number of mobile source air toxics (MSATs), which are hazardous air pollutants emitted from the incomplete combustion of fuel. These include compounds such as benzene, formaldehyde, acetaldehyde, and 1,3-butadiene, which are known to cause or are suspected of causing cancer. Because the project would not result in any meaningful change in the vehicle mix or volumes, and most of the individual improvement projects focus on non-motorized travel, the project is considered exempt from analysis for MSATs. The project would also help to reduce vehicle miles travelled in the project area, because the proposed improvements would encourage more people to use transit and non-motorized travel options.

The project area is designated by the U.S. Environmental Protection Agency as a maintenance air quality area for CO, PM2.5, and ozone. Certain projects (i.e., regionally significant projects), if not included in the Statewide Transportation Improvement Plan, must undergo a transportation conformity analysis if certain criteria are met. Pedestrian and bicycle facilities are exempt from this analysis. As defined by the state conformity rule:

> [A] regionally significant project (other than an exempt project) is one that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc. or transportation terminals as well as the terminal themselves), and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel (40 Code of Federal Regulations Part 93.101).

As described above, the pedestrian and bicycle improvements are exempt. The remaining improvements (other than pedestrian and bicycle facilities) do not meet the definition of a regionally significant project (because they would not normally be included in the modeling of the transportation network) and therefore do not require a transportation conformity analysis.

B 2 b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

There are no off-site sources of emissions or odor that would affect the project.

B 2 c. Proposed measures to reduce or control emissions or other impacts to air, if any:

The Puget Sound Clean Air Agency is responsible for enforcing air quality regulations in the Puget Sound region and has developed fugitive dust regulations, which are contained in Section 9.15 of

Regulation 1.To reduce emissions during construction, the contractor could implement a number of potential measures; the contractor would implemented these measures as appropriate (generally the measures listed in the SEPA Environmental Checklist are incorporated into permit approvals that require the contractor to implement them). The following construction BMPs would be considered:

- Spray exposed soil with water or other suppressants to reduce fugitive dust emissions and deposition of particulate matter, when necessary.
- Limit dust emissions during transport of fill material or topsoil by covering the load, by wetting down, or by ensuring adequate freeboard on trucks.
- Promptly cleanup spills from transported material on public roads by frequent use of a street sweeper machine.
- Schedule work tasks to minimize disruption of the existing vehicle traffic on streets in the vicinity of the proposed project.
- Maintain all construction machinery engines in good mechanical condition to minimize exhaust emissions.
- Use phased development, when feasible, to keep disturbed areas to a minimum.
- Use stabilized construction entrances to minimize tracking of dirt onto paved surfaces.
- Where feasible, locate construction equipment and truck staging areas away from sensitive receptors and in consideration of potential effects on other resources.
- Where feasible, provide wheel washers to remove particulate matter that would otherwise be carried off-site by vehicles to decrease deposition of particulate matter on area roadways.
- Reduce idling time of equipment and vehicles and use newer construction equipment or equip with add-on emission control.
- Cover dirt, gravel, and debris piles as needed to reduce dust and wind-blown debris.
- Minimize odors on-site by covering loads of hot asphalt, when practical.

Project operations are not anticipated to cause any new air quality impacts or worsen the ambient air quality in the area and would not cause any exceedances of the National Ambient Air Quality Standards. The project would result in improved transit service and operations for non-motorized travel. These improvements are anticipated to reduce single-occupancy vehicle use, which would reduce air emissions; therefore, no mitigating measures are proposed.

B 3. Water

B 3 a. Surface Water

B 3 a (1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

At the SERA Campus, there are two wetland units (Wetlands A and B) on parcel number 3270000072 on the corner of S 66th Street and S Adams Street (see Figure 3). David Evans and Associates, Inc. field staff delineated and rated these Type IV wetlands on April 20, 2023. Both wetland units have a 50-foot buffer in accordance with City of Tacoma Municipal Code (TMC) 13.11.320. Wetland B has less than 50 feet of functional buffer to the south because of the proximity of S 66th Street. The larger of the two wetland units appeared to be used as a stormwater pond. The smaller of the two wetland units, Wetland B, appeared to be used as an

overflow facility for the larger wetland/stormwater pond unit. Hydrology in both wetlands appears to be supported by a combination of stormwater and groundwater. There is no documentation in City of Tacoma utility GIS data that indicates a connection from Wetland B to the stormwater pipe that carries Flett Creek; however, there is a visible outlet to Wetland B, and it is possible that there is a connection to the Flett Creek pipe that is undocumented and unmapped.

No other sources of surface water are present in proposed access improvement areas. Flett Creek is located within a 72-inch stormwater pipe where data shows it to be adjacent to and within the SERA Campus. The National Wetland Inventory mapped wetland shown south of S 66th Street (see Figure 3) was not located during the field investigation because it is in an area that has been fully developed.

B 3 a (2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Proposed bus stop, crosswalk, and bicycle pathway improvements along S 66th Street (A4, A26, B2, and B3) would be adjacent to (approximately 100 feet from) the previously described wetlands, outside of the City of Tacoma 50-foot wetland buffer area.

B 3 a (3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

The proposed access improvements would not involve filling or dredging any material in surface water or wetlands.

B 3 a (4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No, the proposed project would not require surface water withdrawals or diversions.

B 3 a (5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

None of the project improvements lie within a 100-year floodplain (aka Zone A 1% chance flooding) per Federal Emergency Management Agency Flood Insurance Rate Maps (FEMA 2023) (see Figure 4).

There is a mapped Zone A (1% chance of flooding) flood hazard zone just north of S 56th Street where bicycle improvements are proposed. However, the proposed improvement and work zone is located outside of the mapped floodplain.

B 3 a (6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No, the proposed project would not involve any discharges of waste materials to surface waters.

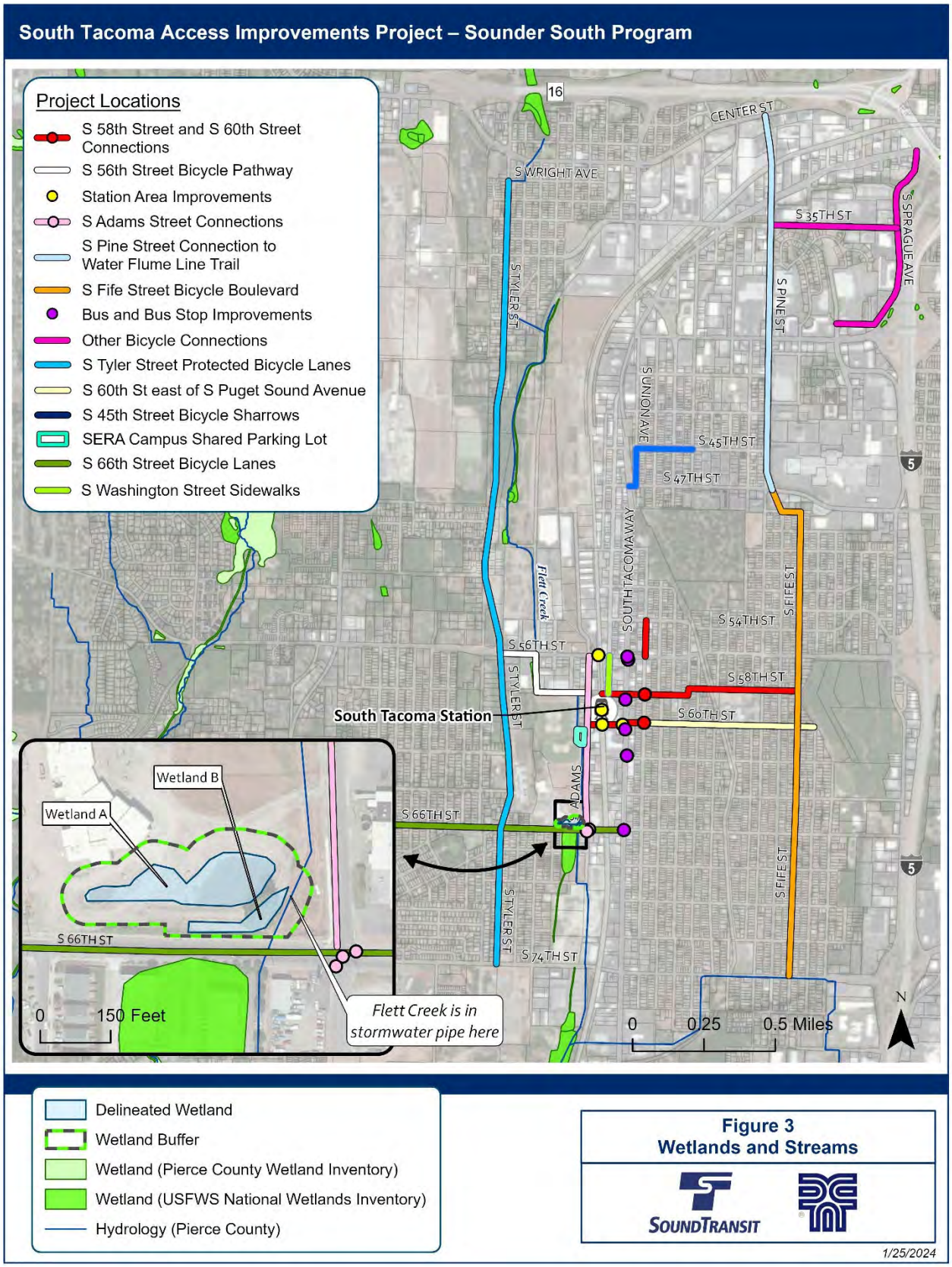


Figure 3 Wetlands and streams

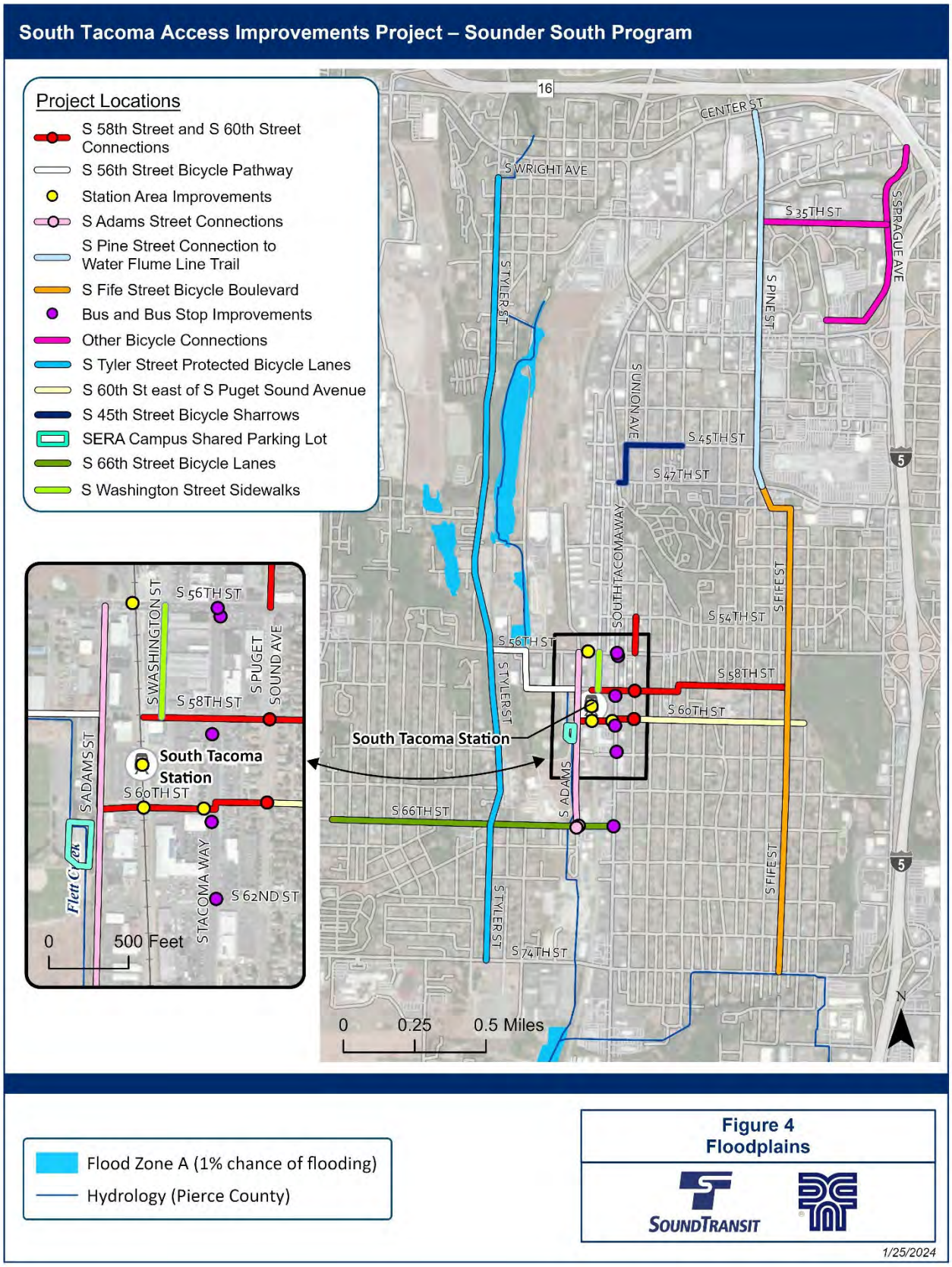


Figure 4 Floodplains

B 3 b. Ground Water:

B 3 b (1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No, the proposed project would not withdraw groundwater from a well for any purpose. The project vicinity lies above the Central Pierce County Aquifer (Tacoma 2023). The project improvements are not expected to affect groundwater.

B 3 b (2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Waste material from the proposed project would not be discharged into the ground from septic tanks or other sources.

B 3 c. Water runoff (including stormwater):

B 3 c (1) Describe the source of runoff (including stormwater) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Rainfall and resulting stormwater are the source of water runoff. During construction, the contractor would employ BMPs to control stormwater (see B1.h below). Currently, there is an incomplete system of stormwater collection in the project area. Much of the existing public ROW has curb, gutters, and catch basins to collect stormwater, and there are some infiltration trenches. Other roadways have a gravel shoulder with ditches, but some areas do not have any existing stormwater treatment or collection that meets City of Tacoma standards. Approximately half of the proposed project improvements would construct additional stormwater collection for sites that trigger the City of Tacoma's requirements for runoff treatment and flow control. Stormwater would be treated and collected as required per Tacoma Stormwater Management Manual. New catch basins and storm drainage pipes would be installed to collect stormwater where new curbs are installed, thus preventing sheet flow off the roadway from occurring. Stormwater treatment would occur for specific improvement project locations if required; treatment options include bioretention, infiltration, and Cartridge filter vaults depending on site constraints.

B 3 c (2) Could waste materials enter ground or surface waters? If so, generally describe.

No, it is unlikely that any waste materials associated with the project would enter ground or surface waters. All runoff associated with the impervious surfaces of the project would be collected and treated in accordance with City of Tacoma requirements for water quality. During construction, the contractor would use available and reasonable source control BMPs, as described above in response to Question B.1.h, to prevent spills from reaching storm drains or water bodies.

B 3 c (3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No, the proposal would not alter or affect drainage patterns in the vicinity of the site. The improvements would be designed to meet the requirements of Ecology's Stormwater Management Manual for Western Washington and the City of Tacoma's current Stormwater Management Manual.

B 3 d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

The project would control stormwater flow and provide treatment as required by the City of Tacoma. Therefore, there would not be impacts caused by runoff water from the project site. There are no existing surface waters on the project site; therefore, no surface waters would be impacted. As a result, no measures to reduce or control impacts to surface water are proposed. The project would not impact groundwater; therefore, no measures to reduce or control impacts to groundwater are proposed.

There is a potential that project construction activities could impact water from accidental spills (e.g., fueling operations during construction) and erosion and sedimentation. Measures to reduce these potential construction impacts are described above in Section B.1.h.

B 4. Plants

B 4 a. Check the types of vegetation found on the site:

__X_ deciduous tree: alder, maple, aspen, other

__X_ evergreen tree: fir, cedar, pine, other

__X_ shrubs

__X_ grass

____ pasture

____ crop or grain

____ orchards, vineyards or other permanent crops.

____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

____ water plants: water lily, eelgrass, milfoil, other

_X___ other types of vegetation: ornamental landscaping vegetation

B 4 b. What kind and amount of vegetation will be removed or altered?

Various vegetation types are found along the project area including emergent, shrub, and forested species. The project improvements are located in a heavily developed urban setting with patches of vegetation mostly located in road edges. Some landscaping and weed species would be removed during construction. The two improvements with the most impacts to vegetation are:

- The shared use path proposed along the west side of S Adams Street that follows the east edge of the SERA Campus, then west along the north edge of the SERA Campus,

then north into an unopened road ROW that connects to S 56th Street would impact approximately 37,000 square feet of vegetation, including trees, shrubs, grass, and weeds. This improvement has the potential to remove up to 25 conifer and deciduous trees, depending on final design and the avoidance measures implemented. Many of the grass and shrub areas are dominated by nonnative and/or invasive species including Himalayan blackberry (*Rubus armeniacus*) and Scotch broom (*Cytisus scoparius*). Trees include a mix of deciduous street trees (mostly along the eastern edge of the SERA Campus), and some conifers such as western red cedar (*Thuja plicata*) and pine (*Pinus* sp.), as well as scattered black cottonwood (*Populus balsamifera*).

- The improvements along S Pine Street would include filling in several gaps in the existing sidewalk system. Some of these areas are currently vegetated with mostly grass and weeds. Approximately 10,000 square feet of this vegetation would be affected along S Pine Street.

Smaller areas of vegetation consisting of disturbed grass and weeds would be removed at two other locations:

- Approximately 500 square feet of grass and weeds would be removed at the S Union Avenue/S 45th Street improvements.
- Approximately 500 square feet of highly disturbed grass and weeds would be disturbed at the proposed SERA Campus Shared Parking Lot.

B 4 c. List threatened and endangered species known to be on or near the site.

The U.S. Fish and Wildlife Service Information for Planning and Consultation (referred to as IPaC) tool reports that areas within Pierce County may have suitable habitat to host listed vegetation species of golden paintbrush (*Castilleja levisecta*; Federally Threatened) and marsh sandwort (*Arenaria paludicola*; Federally Endangered), but no observations of these species have been recorded within the proposed project vicinity (USFWS 2023).

B 4 d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

The proposed landscaping would use native vegetation plantings as much as practical, and the landscaping would be designed to meet the City of Tacoma's landscaping standards (TMC 13.06.090.B.) and to use Sound Transit's Standard Plant List (Sound Transit Requirements Manual – Set 802 – Landscaping) (Sound Transit 2023b). Landscaping is proposed for S Adams Street, the expanded SERA Campus Shared Parking Lot, S Washington Street, South Tacoma Way, and S Pine Street as well as near bus shelters or other locations where the existing landscaping would be removed and would need to be replaced as applicable. As discussed above, some tree impacts are possible at the SERA Campus. These impacts would be minimized during final design where possible. Proposed landscaping around the new parking lot and elsewhere would be determined during final design and is anticipated to include trees.

B 4 e. List all noxious weeds and invasive species known to be on or near the site.

A wide variety of noxious weeds and invasive species may be present on the project site due to its urbanized setting. Common noxious plant species known to be on or near the site include Himalayan blackberry (Class C Noxious Weed) and Japanese knotweed (*Reynoutria japonica*; Class C Noxious Weed), both of which were observed on-site during a critical areas delineation site visit conducted on April 20, 2023 (Washington Noxious Weed Control Board 2021).

B 5. Animals

B 5 a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Urban dwelling animals that have adapted to humans may be present in the upland project area such as common raccoon (*Procyon lotor*), Douglas and eastern gray squirrel (*Tamiasciurus douglasii* and *Sciurus carolinensis*), eastern cottontail rabbit (*Sylvilagus floridanus*), opossum (*Didelphis marsupialis*), coyote (*Canis latrans*), and other small mammals (e.g., rats, mice, and voles), as well as domesticated dogs and cats. Herpetofauna species that may occur in the area particularly near wetlands and in fragmented areas of suitable habitat include common, northwestern, and western garter snake (*Thamnophis sirtalis, T. ordinoides*, and *T. elegans)*; long-toed and northwestern salamander (*Ambystoma macrodactylum* and *A. gracile*); pacific tree frog (*Pseudacris regilla*); red-legged frog (*Rana draytonii*); western fence lizard (*Sceloporus occidentalis*); painted turtle (*Chrysemys picta*); red-eared slider (*Trachemys scripta elegans*); and northern alligator lizard (*Elgaria coerulea*).

Both coastal and inland birds are located in the area due to the project's proximity to the Puget Sound. Western Washington encompasses part of the Pacific Flyway, which is used by a large number of migratory bird species. Songbird species observed or likely to occur in the area include sparrows (house, song, and white-crowned sparrow) (*Passer domesticus*, *Melospiza melodia*, and *Zonotrichia leucophrys*), dark-eyed junco (*Junco hyemalis*), American crow (*Corvus brachyrhynchos*), northern flicker (*Colaptes auratus*), American robin (*Turdus migratorius*), and black-capped chickadee (*Poecile atricapillus*). Raptor bird species may include bald eagle (*Haliaeetus leucocephalus*), red-tailed hawk (*Buteo jamaicensis*), and osprey (*Pandion haliaetus*). Waterfowl bird species may include Canada geese (*Branta canadensis*), common gull (*Larus canus*), mallard (*Anas platyrhynchos)*, bufflehead duck (*Bucephala albeola*), and common goldeneye (*Bucephala clangula*).

B 5 b. List any threatened and endangered species known to be on or near the site.

Threatened and endangered species were not observed on or near the site. It is unlikely that there are any threatened or endangered fish, bird, or animal species in the project vicinity, because there is no suitable habitat present to support these species within the proposed project vicinity.

B 5 c. Is the site part of a migration route? If so, explain.

Western Washington, including the City of Tacoma where the proposed project vicinity is, encompasses part of the of the Pacific Flyway migratory bird route (USGS 2023). None of the streams in the project area provide fish habitat or a migration route.

B 5 d. Proposed measures to preserve or enhance wildlife, if any:

Vegetation removal would be minimized to the maximum extent possible considering the project design. Landscaping would be planted in several areas of the project that would provide habitat for some birds and small mammals. Mitigation for tree removal on the SERA property would be negotiated with Metro Parks.

B 5 e. List any invasive animal species known to be on or near the site.

There are no invasive animal species known to be on or near the project site, although presence of the eastern gray squirrel and house sparrow, which are considered invasive species, is possible.

B 6. Energy and Natural Resources

B 6 a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity would be used primarily for lighting, the public address system at the station, and signals/signage.

B 6 b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No, the project would not affect the potential use of solar energy by adjacent properties.

B 6 c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Sound Transit evaluates opportunities for sustainable design measures for the access improvements on property owned by Sound Transit. Sound Transit sustainable design measures would apply only to improvements at the existing station, which include providing a mini-high shelter, installing crossing arms, additional signage, and security measures.

Some of the sustainability measures that would be considered during the design process could include incorporating recycled materials into construction (including concrete and aggregate), implementing erosion and sediment control measures during construction, maintaining native vegetation to the maximum extent feasible, using plants that are drought resistant and low maintenance, reducing import and export of excavated soils from the project sites, and providing dedicated areas for storage and collection of recyclables. Project improvements located outside Sound Transit-owned property and elsewhere would be informed by sustainability guidance in the City of Tacoma 2030 Climate Action Plan (Tacoma 2021) as appropriate.

The project would result in improved transit service and operations for non-motorized travel. These improvements have the potential to reduce single-occupancy vehicle use, which may reduce energy consumption.

B 7. Environmental Health

B 7 a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

There is potential to encounter unknown contaminated soil or groundwater when earth is disturbed during grading or excavation associated with construction. Grading and excavation would be necessary in several places including at the proposed SERA Campus Shared Parking

Lot, as well as in some access improvement locations where utilities would be installed, foundations would be laid (such as at the bus shelters), and sidewalks would be replaced. The

project lies within the regional contamination area from the Asarco Copper Smelter (see Section B.7.a (1) below).

Some construction activities have the potential to result in accidental spills, such as during refueling or servicing of vehicles and equipment at the construction site. Thus, there is the potential for leaks and spills of materials such as fuel, oil, lubricants, and other contaminants onto the ground, which may then be carried off-site into receiving waters or infiltrated into the groundwater by rain and stormwater runoff or carried off-site by construction vehicles.

Typically, leaks from construction equipment and vehicles are relatively small and have minimal potential for adverse impact, especially if the equipment and vehicles are well maintained. A spill of fuel, hydraulic fluid, or other material during construction operations, refueling, or handling of hazardous materials has the potential for larger adverse impacts on soil, surface water, and groundwater. Spills to soil can adversely change the growing characteristics of soil, resulting in a zone where plants are unable to grow. Contaminants entering surface water may reduce water quality by increasing oxygen demand, changing pH levels, or increasing the level of organic pollutants, which could adversely affect fish and other aquatic organisms. Spills also have the potential to adversely affect construction workers if they are exposed to hazardous materials. It is not anticipated that there would be any risk of fire or explosions.

It is not expected that there would be any environmental health hazards related to the operation of the project.

B 7 a (1) Describe any known or possible contamination at the site from present or past uses.

A hazardous materials assessment was conducted for the project in 2023 and is summarized below. Known contaminated sites have been identified in the project vicinity using the Ecology website “What’s in My Neighborhood.” Table 2 summarizes the 23 listed contaminated sites within the project vicinity, generally from north to south. Figure 5 shows the locations of these sites.

Fifteen sites have been granted a No Further Action designation. Two sites are awaiting cleanup. Cleanup activities have been initiated at five sites. One site is noted as cleanup complete with active operation and maintenance/monitoring. See Table 2 for more details. Soil, groundwater, surface water, and air have confirmed or suspected contaminants. Contaminants of concern include petroleum, metals, halogenated organics, halogenated solvents, polycyclic aromatic hydrocarbons (PAHs), and polychlorinated biphenyls (PCBs).

Given the commercial and light industrial history of the project area, it is possible that additional unreported contaminated sites exist within the project vicinity. The project also lies within the area of past contamination from the Asarco Copper Smelter, which is located in Ruston, Washington (approximately 6.5 miles north of the South Tacoma Station). The smelter released arsenic, lead, and other heavy metals in a plume for almost a century, affecting 1,000 square miles of land and having an area of contamination that extends from Olympia, Washington, to Shoreline, Washington. According to Ecology’s Tacoma Smelter Plume (Dirt Alert) map, the City of Tacoma and the project area are in the lowest predicted arsenic concentration area – under 20 parts per million (ppm). The concentration threshold requiring cleanup for arsenic in soils is 20 ppm (Ecology 2023c). An area west of S Tyler Street and north of S 56th Street has predicted arsenic concentrations of 20 ppm to 40 ppm.

Another major contaminated site in the project vicinity includes South Tacoma Field (Site 13), which along with the old Tacoma Landfill is part of the overall Commencement Bay South Tacoma Channel Superfund Site.

Table 2 Listed contaminated sites

Figure 5 ID	Site Name	Status
1	Tacoma Texaco Distributor	No Further Action
2	Texaco Station 0286	No Further Action
3	Tacoma City Materials Laboratory	Cleanup Started
4	Alpac Dist. Pepsi Cola 7up Bottling	No Further Action
5	West Coast Door	Cleanup Started
6	Lige & WM B Dickson Co Inc	No Further Action
7	Steven Motor Company	No Further Action
8	Shell 405	Cleanup Started
9	Firestone Store 31C9	No Further Action
10	Armstrong Roofing LLC	No Further Action
11	4341 S Warner St	No Further Action
12	Xcel Feeds Inc	Cleanup Started
13	South Tacoma Field	Cleanup Complete – Active O&M/Monitoring
14	John Wallerich Property	Awaiting Cleanup
15	AutoZone Tacoma	Awaiting Cleanup
16	Unocal 0094	No Further Action
17	Budget Signs	No Further Action
18	South Tacoma Station Park & Ride	No Further Action
19	Sanford Motors Inc	No Further Action
20	Cascade Millwork & Supply Tacoma	Cleanup Started
21	Overall Laundry Services	No Further Action
22	Adams Street Building	No Further Action
23	Harkness Furniture	No Further Action

Source: Shannon & Wilson 2023.

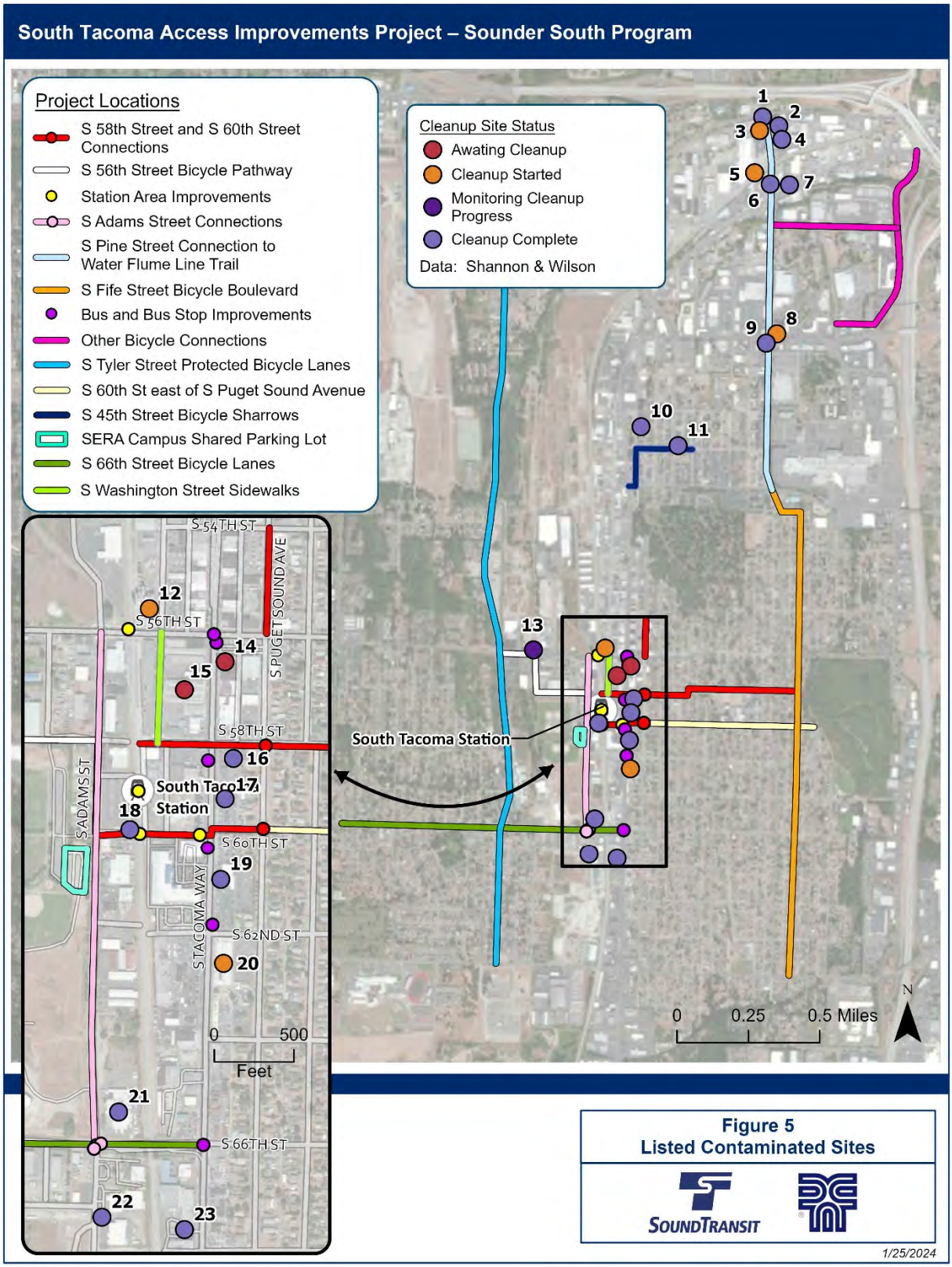


Figure 5 Listed contaminated sites

B 7 a (2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

Contaminated sites have been identified in proximity to the project (see Table 2). However, the risk of encountering hazardous chemicals/conditions appears to be low. The project requires a very limited amount of ground-disturbing activities (utility trenches are anticipated to be approximately 2 feet wide by approximately 3 to 4 feet deep), thereby reducing the potential to encounter and generate contaminated materials. Where ground-disturbing activities are proposed, there are no known listed sites adjacent to the work area. No underground hazardous liquid and gas transmission pipelines are located within the project area or in the vicinity (NPMS 2023). It does not appear that hazardous chemicals/conditions would affect project development and design.

B 7 a (3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

During construction, it may be necessary to fuel or maintain vehicles or construction equipment on-site. Thus oil, gasoline, diesel, lubricants, solvents, or cleaning substances may temporarily be used or stored on-site. These activities generally would occur in a staging area with the appropriate spill control measures in place. The contractor would determine the locations of staging areas as necessary in the vicinity of the project utilizing existing ROW or working with adjacent property owners for use.

There would be no need for storing, using, or producing toxic or hazardous materials during the operating life of the project. Cleaning materials may be used periodically at the bus stops and South Tacoma Station, but these generally are not considered hazardous. Therefore, it is not anticipated that operations would result in any environmental health hazards.

B 7 a (4) Describe special emergency services that might be required.

No special emergency services are expected to be required during construction or operation of the project. During construction, it may be necessary to temporarily store hazardous materials, and these would be secured by fencing and/or in locked facilities. If any site contamination were identified, the contractor would implement a Health and Safety Plan during construction to protect the health and provide for the safety of both workers and the public.

B 7 a (5) Proposed measures to reduce or control environmental health hazards, if any:

The specific project improvements that would be constructed, owned, and operated by Sound Transit would be subject to Sound Transit's safety and security certification process, which includes an evaluation of hazardous materials used during construction, testing and commissioning of facilities, and ongoing operations. Sound Transit has a policy to meet or exceed federal safety and security process requirements on all projects, which includes measures for controlling hazardous material usage during construction, as well as during operation and maintenance of the project.

Contractors would be required to comply with all applicable health and safety regulations, including State of Washington Department of Labor and Industries General Occupational Health Standards, Chapter 296-62 Washington Administrative Code (WAC), and General Safety and Health Standards, Chapter 296-24 WAC. This compliance includes preparation of a Health and Safety Plan to protect construction workers and the public.

The following measures would be implemented during construction to reduce or control environmental health hazards:

- Any contaminated soil or groundwater encountered during construction would be collected and disposed of in accordance with state and federal regulations.
- A Spill Prevention, Control Countermeasures and Containment Plan would be prepared and implemented for the storage, handling, use or disposal of hazardous materials.
- Specific areas would be designated for equipment repair, fuel storage, and refueling, and would include measures for containing spills.
- If a hazardous material spill were to occur, the contractor would immediately notify Sound Transit and the City of Tacoma and if necessary call the appropriate emergency response agency. The contractor would be required to have materials on-site, such as absorbent pads, to ensure the spill is contained immediately.
- All hazardous materials used in construction would have a required Material Safety Data Sheet filed on-site.

B 7 b. Noise

B 7 b (1) What types of noise **exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

There are a variety of existing noise types produced in the potential area of effect for noise by Tacoma Rail freight traffic and Sound Transit S Line service, vehicle traffic on the main corridors of I-5 and Pacific Highway SW, and commercial and residential land uses. Land use in the project area is a mix of residential housing, healthcare, churches, childcare facilities, commercial and industrial uses, and undeveloped lands.

Sound Transit determined locations for noise monitoring by identifying the proposed project improvements that would have the potential to produce noise and the nearby noise-sensitive receivers.

Existing noise level measurements were conducted at one location on the SERA Campus (refer to Appendix A – Noise and Vibration Technical Analysis, Michael Minor and Associates, 2023). Average sound levels ranged from 58 dBA Leq to 61 dBA Leq. These measurements included a minimum of three time periods (morning, daytime, and afternoon) at the monitoring site. The 24-hour sound measurements were 60 dBA at all three times.

Existing sources of vibration include the Sounder and Amtrak trains, Tacoma Rail freight service, heavy trucks, and industrial activities in the project area. Because there would be no track modifications or changes in Sounder or Amtrak operations, there would be no change predicted in the overall vibration levels in the area. Therefore, no operations-related vibration impacts from the project are predicted.

B 7 b (2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Construction would produce short-term increases in the ambient noise levels. Construction is expected to occur mainly during the daytime, but some limited night work may also be necessary. Major noise-producing equipment could include saw cutters, concrete pumps, cranes, excavators, haul trucks, loaders, tractor-trailers, and vibratory equipment. Maximum

noise levels (Lmax) could reach 86 dBA to 88 dBA at the nearest residences (i.e., within 50 feet to 100 feet) for typical phases of construction. Less intensive construction activities, such as sign installation and striping, would typically have noise levels below 80 dBA at 50 feet.

General construction activities could result in increased vibration levels. Project-related vibration sources include soil compactors, excavators, haul trucks, flat-bed tractor-trailers, backhoes, cranes, and jackhammers. The vibration sources associated with the project construction, even though they may be noticeable to residents when construction is nearby, are not expected to cause any structural damage because the estimated level of vibration would be below the threshold to cause damage and there would be sufficient distance between work zones and structures.

The majority of the proposed improvements are related to non-motorized transportation. These project improvements, including new sidewalks, curbs, gutters, bicycle lanes, and other safety improvements, are not predicted to result in any long-term changes in the overall area sound levels. All vehicle travel lanes along roadways that are associated with the project would remain in their same general current location, and no increase in motorized traffic capacity is planned.

The one improvement that has the potential for operational noise is the addition of 50 new parking spaces on SERA property near the existing SERA Campus parking lot (see Figure 6 and Table 3). This proposed site is near outdoor use areas at the SERA Campus, the Star Center, Boys and Girls Club, and Gray Middle School. The future use of the parking lot was modeled to determine the potential effects on noise levels. The model assumed full use of the 50 parking spaces during a single hour, thus providing a worst-case hourly noise level. Noise levels from the operation of the parking lot were calculated using the methods for a parking lot as provided in the Federal Transit Administration Transit Noise and Vibration Impact Assessment (FTA 2018) for four selected receiver locations nearby. The noise report also analyzed potential impacts from two additional parking lots shown adjacent to S Adams Street, but these lots were subsequently removed from the design.

As is shown in Table 3, noise levels from parking operations at the four nearby receivers would range from 24 dBA to 26 dBA Leq during the peak hour of operations. The existing noise levels are more than 10 dB higher than the noise from the parking lot operations would be. As a result, the new source would not cause a measurable change in the overall noise levels. The analysis showed that, because of the high existing background noise levels, the additional vehicles using the parking lot would not change the future noise levels at any of the nearby receiver locations. Thus, the additional parking lot operations would not contribute a measurable change to overall noise levels; therefore, no operational noise impacts from the project are predicted (refer to Appendix A – Noise and Vibration Technical Analysis, Michael Minor and Associates, 2023).

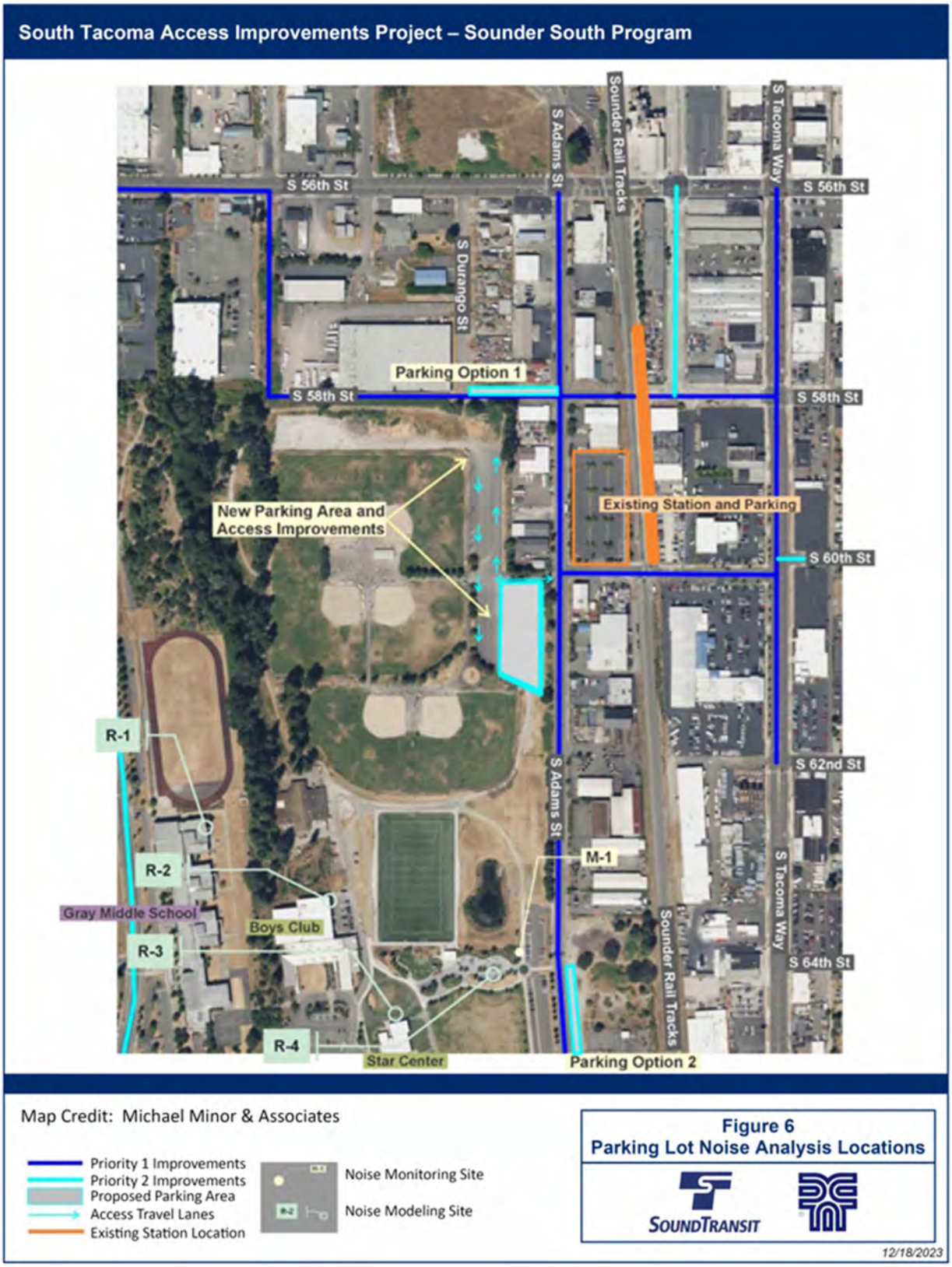


Figure 6 Parking lot noise analysis locations

Table 3 SERA Campus Shared Parking Lot noise analysis

Location	Type	Distance (feet)	Background Noise, Leq dBA	Parking Lot Noise, Leq dBA	Future Noise, Leq dBA	Change in Total Noise, Leq dB
R-1	School	1,060	58	24	58	0
R-2	School	920	58	26	58	0
R-3	School	1,160	58	24	58	0
R-4	Park	935	58	25	58	0

Source: Michael Minor and Associates 2023.

B 7 b (3) Proposed measures to reduce or control noise impacts, if any:

Because no operational noise impacts are predicted to result from the project, no measures to reduce or control operational impacts are proposed. Potential construction noise impacts can be reduced through operational methods as well as scheduling, equipment choice, and acoustical treatments. If construction were necessary outside the allowable hours, Sound Transit or its contractor would seek the appropriate noise variance from the City of Tacoma and implement the appropriate noise control measures. Noise control measures to meet local regulatory requirements, noise ordinances, and permit or variance conditions would be required. The following measures included in the Sound Transit Requirements Manual (June 2023) could be used to avoid or abate construction noise:

- Use smart back-up alarms during nighttime.
- Use low-noise emission equipment.
- Implement noise-deadening measures for truck loading and operations.
- Monitor and maintain equipment to meet noise limits.
- Use lined or covered storage bins, conveyors, and chutes with sound-deadening material.
- Use acoustic enclosures, shields, or shrouds for equipment and facilities.
- Install high-grade engine exhaust silencers and engine-casing sound insulation.
- Prohibit jack hammering during nighttime hours.
- Minimize the use of generators or use whisper-quiet generators to power equipment.
- Use movable noise barriers at the source of the construction activity.
- Limit or avoid certain noisy activities during nighttime hours near residential areas.

The primary concern related to construction vibration in the project area is annoyance inside sensitive spaces. No construction vibration impacts are predicted. However, the following precautionary vibration mitigation strategies are recommended if construction occurs within 25 feet of a sensitive or historic structure:

- Pre-construction verification: Given the types of construction activities required for completion of the project, no vibration impacts are projected and no pre-construction survey or verification should be required. If, however, during construction, highly sensitive or historic building(s) are identified within 25 feet of a site with heavy construction activities, an inspection of those buildings may be warranted.

- Vibration limits: The construction contract specifications should limit construction vibration to a maximum of 0.5 inch/second for all buildings within 25 feet of construction activities.
- Vibration monitoring: Given the types of construction activities required for completion of the project, vibration monitoring should not be necessary. If heavy construction were to occur closer than 25 feet from sensitive structures or historic buildings, limited vibration monitoring may be warranted.

B 8. Land and Shoreline Use

B 8 a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

Various existing land uses are located along the project area and near access improvement sites. Land uses include **single-family** and **multi-family residences**; **churches**; **recreation/parks** (Wapato Hills Park, SERA Campus, Water Flume Line Trail, Meadow Park Golf Course, Wapato Hills Park, and Star Center); **public facilities** (United States Postal Service, Tacoma Police Department, Tacoma City Offices, Tacoma Public Library South Tacoma Branch, South Tacoma Station, Pierce County Administration Building, and Social Security Administration Building); **education** (preschool, daycare, elementary and middle schools); **social services** (Tahoma House); **parking lots** (South Tacoma Station parking, and public, private, and SERA Campus parking); and **commercial/industrial** (auto repair, auto body, auto sales and service, grocery, restaurants, coffee shop, tire sales, dog daycare and boarding, glass repair and installation, insurance sales, engineering services, neighborhood convenience store, lumber distribution, regional mall, landscape supply, and gas station).

Generally, the project would not affect current land uses. There would be some improvements at driveways where new sidewalks and curb ramps would be added. In addition, some fencing and existing landscaping may need to be moved and replaced. Some existing informal parking in city ROW may be changed or eliminated.

B 8 b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or non-forest use?

The project site has not been used as working farmlands or working forest lands. There would be no agricultural or forest land of long-term commercial significance being converted to other uses because there is no farmland or forest land in the project area.

B 8 b (1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No, the project would not affect any surrounding working farm or forest land business operations.

B 8 c. Describe any structures on the site.

The South Tacoma Station is composed of five one-story covered structures located on the at-grade platform. The structures are designated as waiting areas for the Sounder trains. There is

a one-story ticket booth structure. The station also includes luminaires, ticketing kiosks, ADA ramps, bicycle lockers, signage, public art installations, and landscaping trellises.

Spread throughout the project area are a number of smaller structures. These include light poles, utility poles, mailboxes, fences, fire hydrants, retaining walls, covered transit stops, and signage.

B 8 d. Will any structures be demolished? If so, what?

No structures would be demolished. Some of the transit stops in the project area would be renovated, which would require temporary removal of signs, benches, and covers. There may be some fencing that needs to be taken down and replaced in a different location.

B 8 e. What is the current zoning classification of the site?

The zoning classifications in the project area include Light Industrial, Heavy Industrial, Community Commercial Mixed Use, One Family Dwelling, Two Family Dwelling, Commercial Industrial Mixed Use, C2 Commercial, and Neighborhood Residential Mixed Use. Figure 7 shows the zoning in the project area.

B 8 f. What is the current comprehensive plan designation of the site?

The comprehensive plan designations include Heavy Industrial, Parks and Open Space, Mid-Scale Residential, Low-Scale Residential, General Commercial, Neighborhood Mixed-Use Center, Light Industrial, and Tacoma Mall Regional Growth Center. Figure 8 shows the comprehensive plan designations in the project area.

B 8 g. If applicable, what is the current shoreline master program designation of the site?

No areas within the project area are designated shorelines of the state.

B 8 h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

The City of Tacoma Critical Areas Preservation Ordinance (TMC Chapter 13.11) designates the following areas as critical areas within the city: (1) wetlands, (2) critical aquifer recharge areas, (3) fish and wildlife habitat conservation areas, (4) geological hazards areas, and (5) flood hazard areas.

As shown in Figure 3 (Wetlands and streams), two wetlands were identified within the project area near the southeast corner of the SERA Campus, as described in B.3.a (1) above. These wetlands have an administrative buffer of 50 feet.

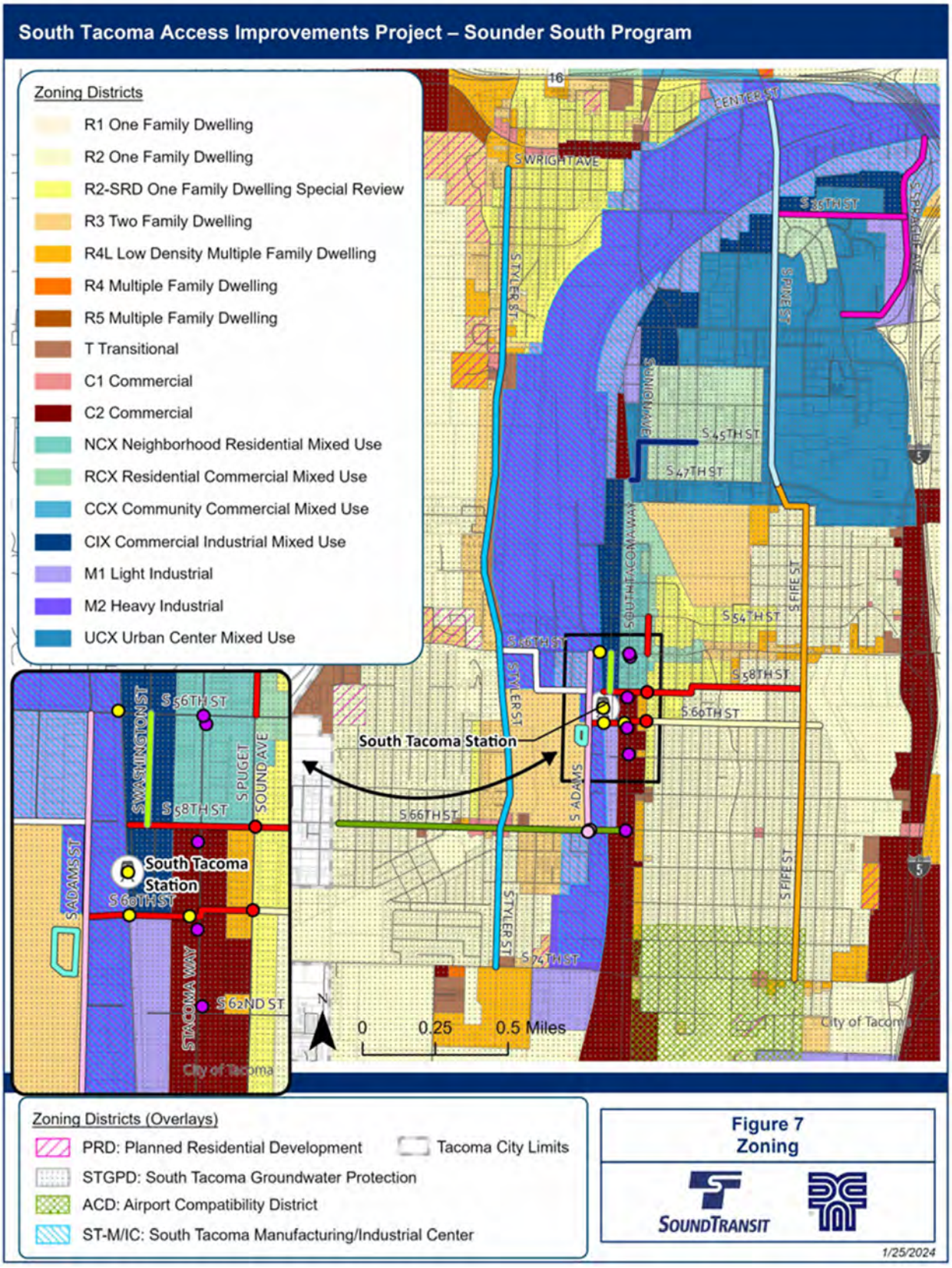


Figure 7 Zoning

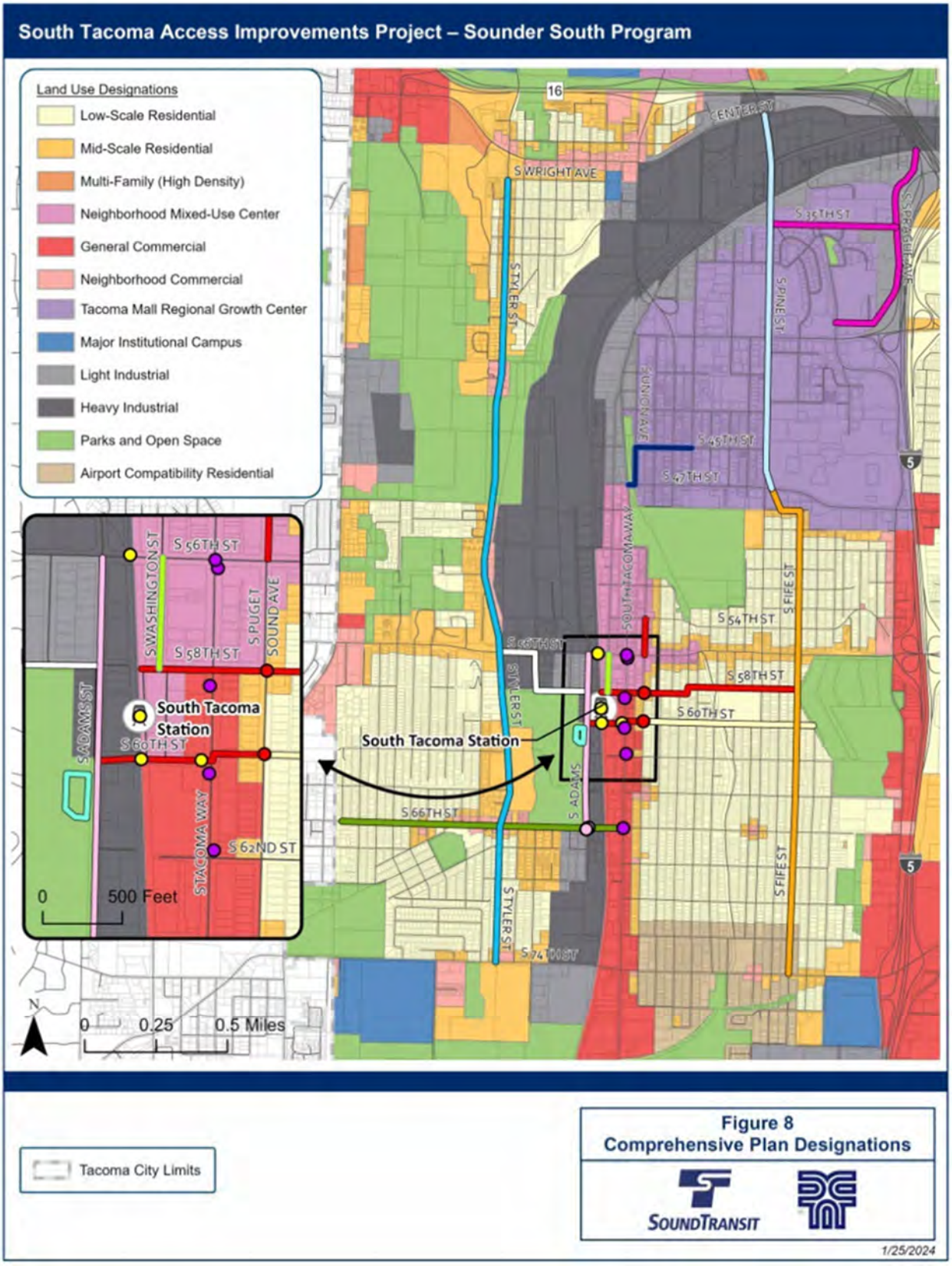


Figure 8 Comprehensive plan designations

Critical aquifer recharge areas are land areas that recharge groundwater aquifers. The entire project area is identified as an aquifer recharge area (see Figure 9). The City of Tacoma is part of the Central Pierce County Aquifer Area Sole-Source Aquifer. A sole-source aquifer supplies the majority of drinking water in the area, and there are not reasonable alternative sources if the sole-source aquifer becomes contaminated. In addition, the entire project area is located within the South Tacoma Groundwater Protection District (see Figure 7). The South Tacoma Groundwater Protection District is an overlay zoning district designed to prevent the degradation of groundwater in the South Tacoma aquifer system by controlling the handling, storage, and disposal of hazardous substances by businesses.

There is no fish and wildlife habitat conservation area in the project area.

Geologically hazardous areas in Tacoma include erosion hazard, landslide hazard, seismic hazard, mine hazard, volcanic hazard, and tsunami hazard areas. There are scattered steep slopes (greater than 40%) throughout the project area (see Section B.1.d above).

The proposed improvements would not overlay any designated flood hazard areas (see Figure 4); however, there is a mapped 100-year flood zone north of S 56th Street near S Madison Street, where bicycle improvements are proposed.

Even though critical areas are located in the vicinity of the project, there would be no effects on wetlands, critical aquifer recharge areas, or flood hazard areas. None of the improvements would encroach upon wetlands or their buffers. The project would not result in any loss of flood storage, and no water would be withdrawn from the underlying aquifer. The proposed infiltration of stormwater would benefit the aquifer.

Certain activities that are unlikely to result in critical area impacts are allowed by Title 13 of the TMC. The activities must comply with the protective standards of this chapter and provisions of other local, state, and federal laws. All activities will use reasonable methods to avoid and minimize impacts. The maintenance and repair of legally existing utilities, roads, structures, or facilities used in the service of the public, provided such work does not expand the footprint of the facility or ROW or alter any regulated critical area or buffer, are exempt from TMC Title 13. Activities must be in compliance with the current City of Tacoma Stormwater Management Manual and Regional Road Maintenance Manual and provide all known and reasonable protection methods for the critical area.

B 8 i. Approximately how many people would reside or work in the completed project?

No one would reside or work in the completed project because the project would not include construction of new residential or commercial structures.

B 8 j. Approximately how many people would the completed project displace?

The project would not have residential displacements.

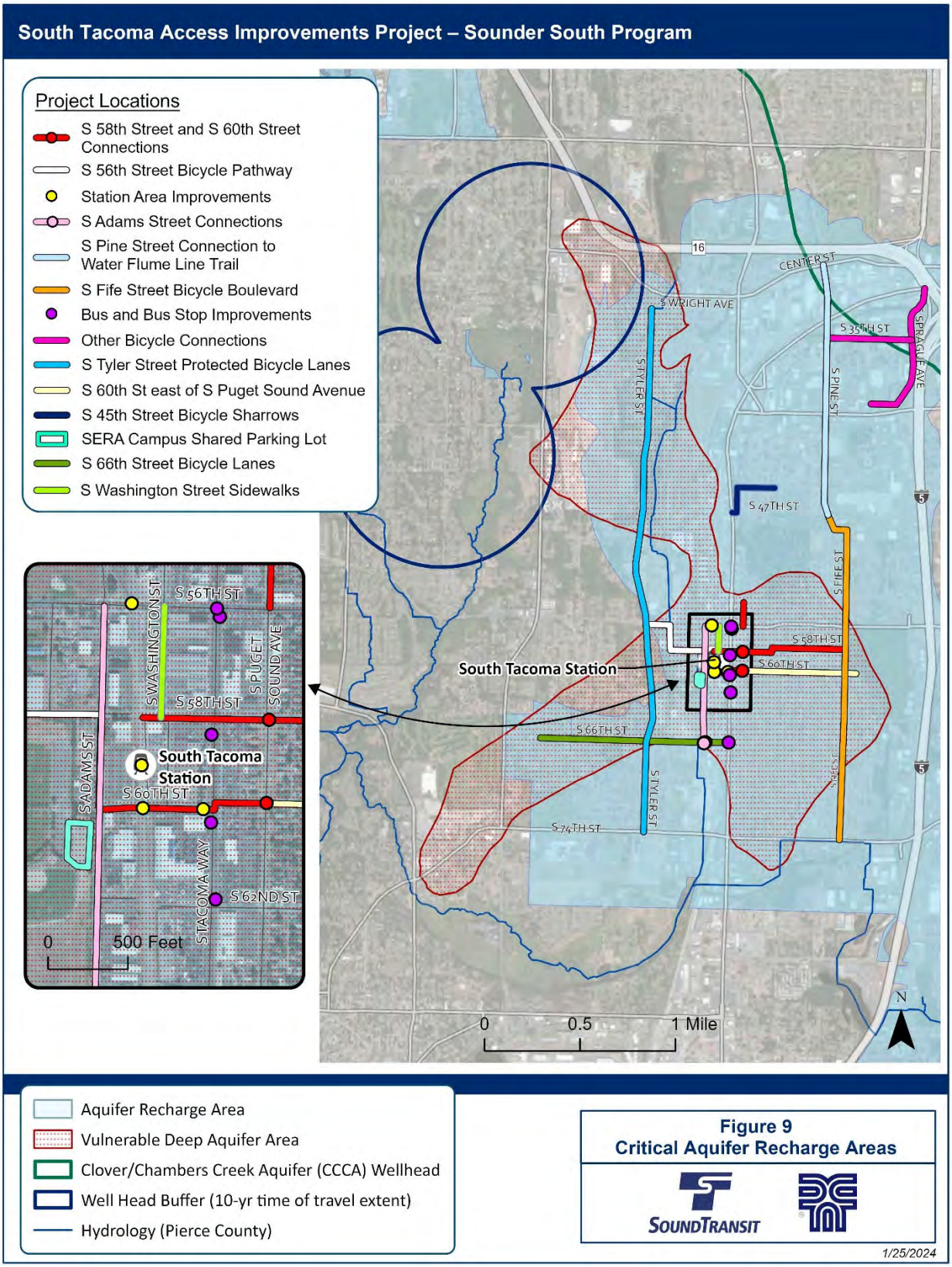


Figure 9 Critical aquifer recharge areas

B 8 k. Proposed measures to avoid or reduce displacement impacts, if any:

No measures are necessary because none of the proposed improvements would require displacements.

B 8 l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The project would be consistent with the City of Tacoma's land use and development code and would support land use goals and policies of local jurisdictions. Sound Transit would proceed through the City of Tacoma's land use approval processes for project design elements as needed, which would ensure project consistency with land use plans, goals, and policies. The majority of the land that would be utilized for the project is within public ROW. The portion that is not within public ROW would be acquired by temporary construction easements for the purposes of the project.

B 8 m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

The project would have no impact on agricultural or forest lands, so no measures are proposed.

B 9. Housing

B 9 a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

The project would not provide housing units.

B 9 b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

The project would not eliminate housing units.

B 9 c. Proposed measures to reduce or control housing impacts, if any:

The project would not result in any housing impacts; therefore, no measures to reduce or control impacts are proposed.

B 10. Aesthetics

B 10 a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Most of the access improvements would be less than a single story in height or at ground level, with the exception of several utility poles for lighting, which would be approximately 36 feet high. These utility poles would be used in conjunction with sidewalk improvements on roadways (S 58th Street, S 60th Street, and S Adams Street between S 58th Street and S 60th Street) and lighting for the new SERA Campus Shared Parking Lot. Exterior building materials for the bus shelters would conform to Pierce Transit's architectural standards.

B 10 b. What views in the immediate vicinity would be altered or obstructed?

During construction, views in the vicinity of access improvements would be temporarily altered by construction equipment and vehicles, and disturbed areas.

There are no identified sensitive views in the project area. No existing views are anticipated to be obstructed by the project. Most of the views both from and toward the facility would be slightly altered from the addition of pedestrian-level access improvements within areas of existing urban or semi-urban visual character. Therefore, it is anticipated that these new features would blend in with existing views, causing little, if any, visual change. For example, adding bicycle lanes, sidewalks, bus shelters, etc. to the public ROW would blend in with the existing roadway environment. Some localized views may be changed where taller shrubs and trees are removed, but such removal would be limited primarily to existing landscaping and trees removed along the perimeter of the SERA Campus by the S 56th Street Bicycle Pathway (A58).

B 10 c. Proposed measures to reduce or control aesthetic impacts, if any:

The project would be consistent with the City of Tacoma's land use code and would incorporate landscaping, including trees, into the site design to address alteration of existing vegetation.

Care would be taken to avoid impacts to existing exceptional trees (TMC 13.11.550(E)) to the greatest extent practicable. The City of Tacoma defines an exceptional tree as a tree or group of trees that because of its unique historical, ecological, or aesthetic value constitutes an important community resource (TMC 13.11.550(E)).

The use of perimeter landscaping, in conjunction with adherence to city code and the Sound Transit Requirements Manual (2023b), would help reduce the visual effect of the new SERA Campus Shared Parking Lot by screening and/or softening views toward the parking facility. Similarly, sidewalk improvements along S Adams Street, S Pine Street, and S Washington Street would provide landscaping in accordance with city code.

B 11. Light and Glare

B 11 a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

During construction there may be a need for night work, which would require night lighting to safely illuminate the work area. That light could spill over into commercial or residential areas adjacent to the access improvement or create glare in the ROW, thereby potentially adversely affecting drivers. If construction lighting were necessary, it would be of a short-term nature.

Proposed sources of light would come from new streetlights along S 60th Street, S 58th Street, S 56th Street, and S Adams Street. These lights would be seen at night from adjacent roadways and residential areas. New pedestrian-level lighting would be added along the shared use path as part of the S 56th Street Bicycle Pathway improvement project, and such lighting would be visible at night. Lighting would also be installed at the new surface parking lot.

Reflective glare is not expected as a result of the project improvements, because bus and transit shelter materials are anticipated to be nonreflective and/or matte-finished.

B 11 b. Could light or glare from the finished project be a safety hazard or interfere with views?

It is not anticipated that any light or glare from the project would pose a safety hazard or interfere with views, because the new lighting would occur within urban corridors that have existing lighting and transit shelter materials would be nonreflective. No other project features are anticipated to

produce glare. The SERA Campus Shared Parking Lot is not anticipated to produce light or glare that creates a safety hazard or interfere with views.

B 11 c. What existing off-site sources of light or glare may affect your proposal?

No existing off-site sources of light or glare would affect the project.

B 11 d. Proposed measures to reduce or control light and glare impacts, if any:

As much as practical, construction night lighting would be directed downward and away from any adjacent residences to reduce spillover light, as well as away from streets to avoid creating night glare for drivers.

For project operation, all proposed light fixtures for new pedestrian-level lighting would include cut-off shields or hoods, so lighting is directed downward to prevent spillover into neighboring properties. Proposed lighting would be selected to be compatible with, or potentially match, the types of lighting fixtures currently present in the project area. In addition, almost all new lighting associated with the project would occur in existing roadway corridors with existing street lighting. No measures are proposed for glare because the finished project is not anticipated to produce glare.

B 12. Recreation

B 12 a. What designated and informal recreational opportunities are in the immediate vicinity?

There are a variety of recreational opportunities in the general project vicinity. These include the following private and public facilities:

- SERA Campus.
- South Park.
- Manitou Park.
- Oak Tree Park.
- Meadow Park Golf Course.
- Leach Creek Park.
- Lincoln Heights Park.
- Water Flume Line Trail.
- Gray Middle School.
- Edison Elementary School.
- Arlington Elementary School.
- Mount Tahoma High School.

See Figure 10 for the locations of these recreational opportunities.

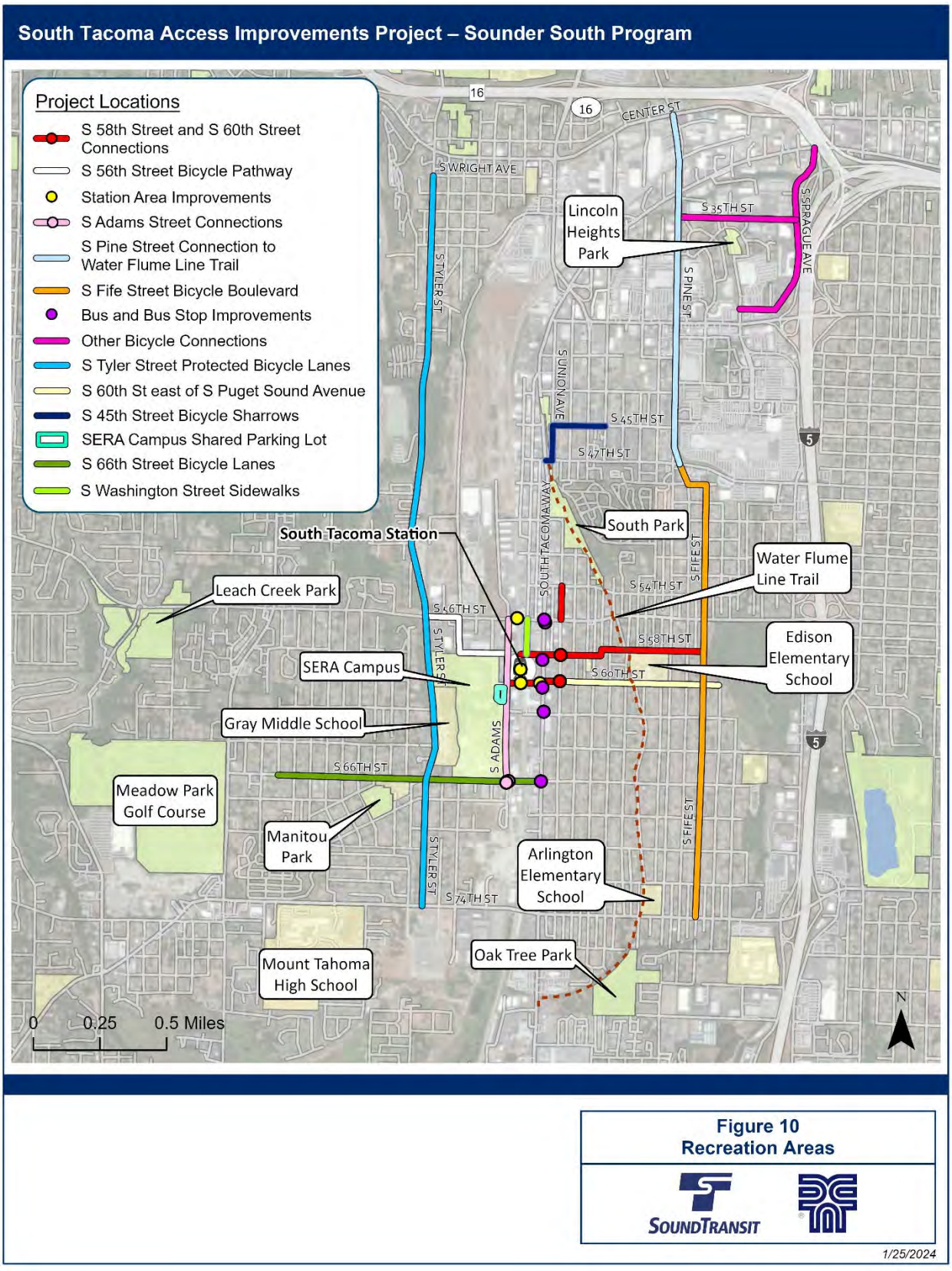


Figure 10 Recreation areas

B 12 b. Would the proposed project displace any existing recreational uses? If so, describe.

The proposed project would not displace any existing recreational uses temporarily or permanently.

B 12 c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

The project would not impact recreational facilities or opportunities; therefore, no measures to reduce or control impacts would be required. The project would add parking for recreation opportunities located at the SERA Campus.

B 13. Historic and Cultural Preservation

B 13 a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

The defined area of impacts (AI) for historic and cultural resources includes the area encompassing all the proposed access improvements (see Figure 11 and Appendix B – Cultural Resources Technical Report, Historical Research Associates, Inc., 2023). In locations where the proposed improvement includes elements above 1 foot in height (i.e., new bus shelters and fencing), with the exception of lighting and signs, the AI includes the parcel adjacent to the proposed construction. Where the adjacent parcel is ROW, the AI extends to the next adjacent parcel (up to 200 feet) to account for any potential impacts on the viewsheds of neighboring resources. Where improvements have no potential to impact viewsheds (i.e., at-grade improvements or improvements not exceeding 1 foot in height), the AI is limited to the area of anticipated ground disturbance. Because the project would take place in an urbanized environment, and there are no expected impacts associated with the addition of light poles or signage, the AI is limited to the area of anticipated ground disturbance where these elements are proposed.

The terrain within the AI has been heavily modified by modern urban road construction, utility installation, and landscaping activities. Most of the AI is either paved roadway, graveled roadside, landscaped ROW, or private property, except for much of the SERA Campus property and an adjacent segment of ROW between the north end of the park and S 56th Street.

Table 4 lists the 16 potential historic built-environment resources identified within the AI that required survey and inventory. While there are a number of historic resources older than 45 years, all but one (a bank building on South Tacoma Way) are not recommended eligible for listing in city, state, or national registers. The bank building at 5448-5450 South Tacoma Way is located at the northwest corner of the intersection of South Tacoma Way and S 56th Street. It was constructed in 1914 and designed by Lundberg and Mahon, notable architects who designed many recognizable Tacoma buildings. Given that it represents the works of a master architect and possesses high artistic value, it is recommended eligible for listing under Criterion C in the National Register of Historic Places (NRHP).

Improvements proposed near the bank building include a bus shelter at the southeast corner of South Tacoma Way and S 56th Street. Although the bus shelter may be within view of the bank building, it would be located across a busy intersection and at such a distance that it would not impact the building, either directly or indirectly.

The project, as proposed, has no potential to impact built-environment resources. Following the publication of the Cultural Resources Technical Report, the parking strip along S Adams Street and

S 58th Street, and a protected bicycle lane on South Tacoma Way were removed from the project. These changes would have no additional impacts to cultural resources. No further built-environment resources study is necessary unless the project design changes substantially.

Table 4 Surveyed built-environment resources within the area of impacts

No.	Parcel No.	WISAARD Property ID[1]	Address	Existing Use	Year Built	Sound Transit's Eligibility Recommendation
1	0220134029	731137	4331 South Tacoma Way	Utility	Ca. 1952	Recommended Not Eligible for City, State, or National Registers
2	4695000390	530422	5448–5450 South Tacoma Way	Bank Building	1913	**Recommended Eligible for City, State, or National Registers**
3	4695000080	530424	5447–5449 South Tacoma Way	Commercial	1920	Recommended Not Eligible for City, State, or National Registers
4	4695001250	50019	5602 South Tacoma Way	Commercial	1925	Recommended Not Eligible for City, State, or National Registers
5	1200098602	731156	3512–3514 S 56th Street	Commercial	1963	Recommended Not Eligible for City, State, or National Registers
6	4695001460	None	5647 South Tacoma Way	Demolished	1972	Recommended Not Eligible for City, State, or National Registers
7	3690000280	731158	5801 S Adams Street	Commercial	1975	Recommended Not Eligible for City, State, or National Registers
8	1200084455	523036	5802 South Tacoma Way	Commercial	1969	Recommended Not Eligible for City, State, or National Registers
9	3690000360	534841	5812 S Adams Street	Commercial	1957	Recommended Not Eligible for City, State, or National Registers
10	3690000230	731160	5802 S Washington Street	Commercial	1947–1963	Recommended Not Eligible for City, State, or National Registers
11	3690000390	731397	5832 S Adams Street	Commercial	1970	Recommended Not Eligible for City, State, or National Registers
12	3690000400	534840	5838 S Adams Street	Commercial	1968	Recommended Not Eligible for City, State, or National Registers
13	2125000540	731398	3509 S 60th Street	Utility	1971	Recommended Not Eligible for City, State, or National Registers
14	3690000460	731399	3762 S 60th Street	Commercial	1956	Recommended Not Eligible for City, State, or National Registers
15	6080002900	513621	6001 South Tacoma Way	Commercial	1966	Recommended Not Eligible for City, State, or National Registers
16	1200040671	534835	6602 S Adams Street	Commercial	1968	Recommended Not Eligible for City, State, or National Registers

Source: Historical Research Associates, Inc. 2023.

[1] WISAARD = Washington Information System for Architectural and Archeological Records Data.

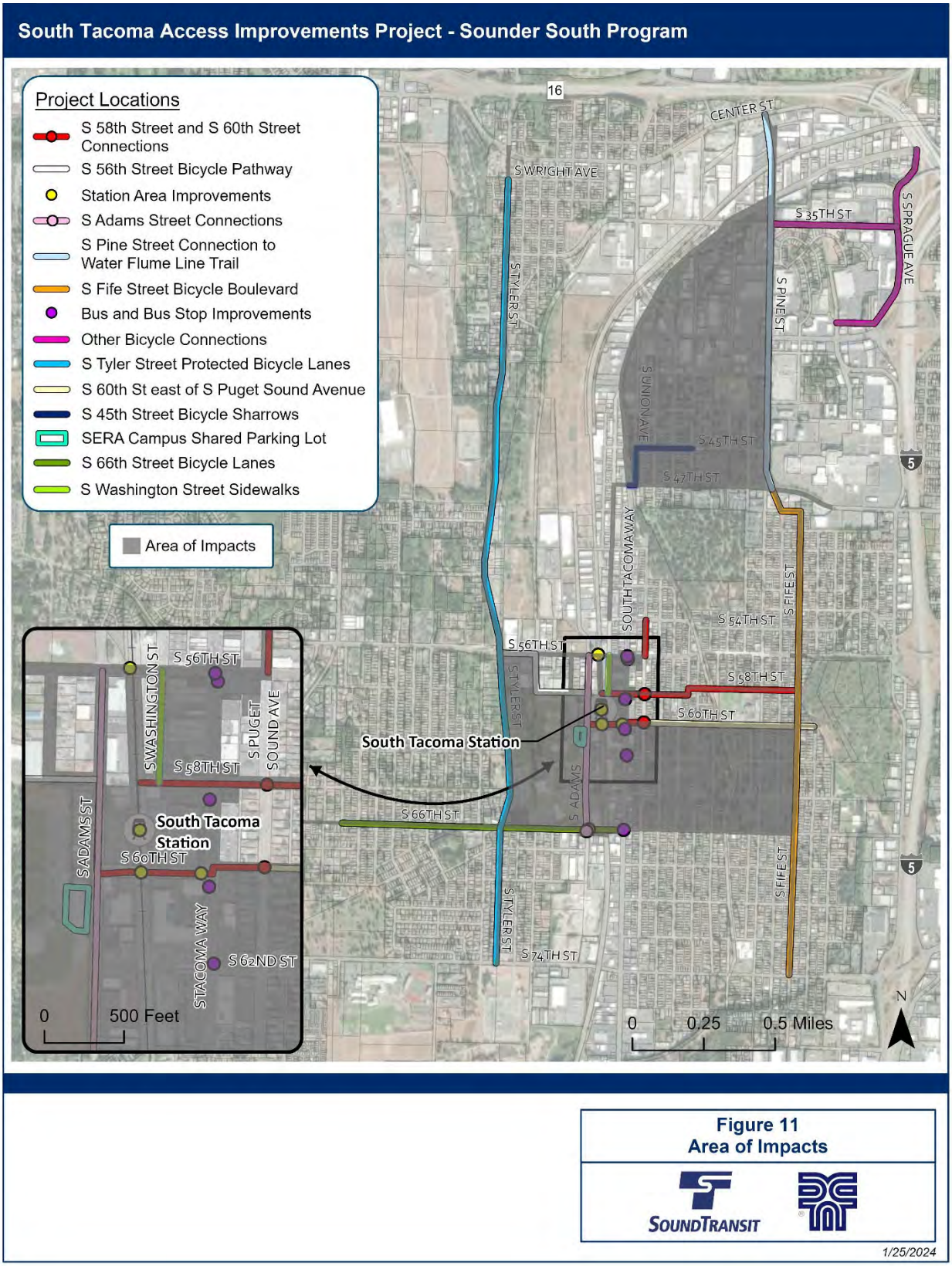


Figure 11 Area of impacts

B 13 b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

The cultural resources survey conducted for the project discovered no evidence of Native American or historic use or occupation. The archival research revealed that there have been 10 previous cultural surveys conducted in the AI or within 0.25 mile of the AI, and they did not locate any archaeological resources within 0.25 mile of the AI (see Table 5). Table 5 summarizes the 10 previous cultural resources studies that have been conducted within 0.25 mile of the AI.

Table 5 Previous cultural resources studies within 0.25 mile of area of impacts

Reference	NADB[1]	Title	Distance and Direction from AI	Cultural Resources Identified Within the AI
Eysaman & Company 2004	1350236	*Survey and Inventory in the Hilltop Area of Tacoma Update 2004*	0.2 mile north	None
Kopperl 2004	1343451	*Cultural Resources Clearance Survey SR 5 HOV Lane Construction 48th Street to Pacific Avenue, Tacoma, Pierce County*	< 0.1 mile east	None
Weaver 2004	1343924	*Cultural Resources Assessment for the I-5 High Occupancy Vehicle Project, Tacoma, Washington Addendum Considering Historic Properties*	< 0.1 mile east	None
Eysaman & Company 2005	1348257	*Reconnaissance Level Survey Update of South Tacoma Edison/Excelsior & the South End Fern Hill & Lincoln Park*	Overlaps the AI	None
Schultz 2006	1684720	*SE5554B/Center Street/Comstock 3323 S Lawrence Street, Tacoma, Washington 98409*	0.1 mile northeast	None
Bard 2008	1351211	*Tacoma/Pierce County HOV Program, SR 16: Westbound Nalley Valley, SR 16: Eastbound Nalley Valley and Sprague Valley Interchange, I-5: SR 16 – I-5 Realignment and HOV Connections Historic, Cultural, and Archaeological Resources Discipline Report*	Overlaps the AI	None

Reference	NADB[1]	Title	Distance and Direction from AI	Cultural Resources Identified Within the AI
Chasteen et al. 2008	1351522	*Final Cultural Resources Survey/Discipline Report: Point Defiance Rail Bypass Project, Pierce County, Washington*	Overlaps the AI	None
Earley 2009	1352461	*Cultural Resources Assessment of the South Tyler Street Improvement Project, Tacoma, Washington*	Overlaps the AI	None
Van Galder et al. 2012	1683008	*Section 106 Survey Report Historic, Cultural, and Archaeological Resources/Discipline Report: Federal Railroad Administration–WSDOT Point Defiance Bypass Project Environmental Assessment*	Overlaps the AI	None
Baker 2014	1686084	Cultural Resource Survey: Proposed Telecommunications Tower Site, Site Name: TAC Montgomery – New Build, Tacoma, Pierce County, Washington	0.1 mile east/west	None

Source: Historical Research Associates, Inc. 2023.
[1] NADB = National Archeological Database.

There are no previously recorded archaeological resources within 0.25 mile of the AI. The nearest archaeological site, Site 45PI1375 (Asotin's Olde Retaining Wall), is located approximately 0.5 mile east of the AI near the intersection of S Asotin Street and S 47th Street and consists of an early twentieth-century dimensional timber retaining wall and associated historic debris scatter (Hayman 2015). The site has not been formally evaluated for listing in the NRHP (DAHP 2023b).

B 13 c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Methods used to assess impacts included conducting an archival record search, which included identifying and reviewing previous cultural resources studies using published and electronic sources and those provided by the Washington Department of Archaeology and Historic Preservation (DAHP) and the City of Tacoma. Table 5 above provides a summary of these studies.

A surface and subsurface archaeological survey of the AI was performed on March 6 and March 16 through March 17, 2023, which included archaeological reconnaissance, pedestrian survey, and shovel probing (Historical Research Associates, Inc. 2023). Twelve shovel probes were excavated at the location of potential ground disturbing project improvements within the SERA Campus. Following utility locates, Historical Research Associates, Inc. (HRA) excavated shovel probes to a depth of one meter, if possible, or to undisturbed glacial materials.

A built-environment survey and inventory for the project was undertaken to identify and document historic-period, built-environment resources in the AI through field survey. Historic-period, built-environment resources are identified as those 45 years old or older (i.e., those constructed in or before 1978). To identify resources that required field survey, HRA researched the dates of construction for all built-environment resources within the AI via Pierce County Assessor's records, maps, and aerials. HRA then reviewed the WISAARD database to determine which resources 45 years old or older had already been evaluated and determined NRHP-eligible, not eligible, or listed. Those resources surveyed and evaluated within the last 10 years were excluded from field survey, as recordation was considered complete and up to date, in accordance with the Washington State Standards for Cultural Resources Reporting (DAHP 2023c).

An architectural historian meeting the Secretary of the Interior's professional qualifications for architectural history conducted the field survey from the public ROW. Documentation included the collection of digital photographs and field notes identifying architectural style, materials, workmanship, modifications, and condition, as well as any additional details relevant to the assessment of integrity and eligibility.

The project's Cultural Resources Technical Report (Historical Research Associates, Inc. 2023) (Appendix B) will be distributed to appropriate Tribes and DAHP for their review and comment. Sound Transit will allow 30 days for review of the documents. Sound Transit also will request formal NRHP and Washington Heritage Register eligibility determinations from DAHP for resources newly identified by this effort. These practices are not required under SEPA but are part of Sound Transit's best practices for cultural resources compliance.

B 13 d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

The project, as proposed, has no potential to impact built-environment resources, and there were no cultural resources found during the project survey or previous studies. An inadvertent discovery plan would be in place during construction and would be followed if, during construction, archaeological deposits are inadvertently discovered (refer to Appendix B – Cultural Resources Technical Report, Historical Research Associates, Inc, 2023).

B 14. Transportation

B 14 a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

Roadways/Vehicle Access

The South Tacoma Station is located adjacent to the South Tacoma Way arterial and west of a residential arterial grid system. The primary arterials providing access to the station are South Tacoma Way (principal arterial), S 56th Street (principal arterial), S 66th Street (minor arterial), and S 74th Street (principal arterial). Vehicular access to the South Tacoma Station is provided adjacent to the platform along S Washington Street between S 58th Street and S 60th Street. As a one-way southbound street between S 58th Street and S 60th Street, S Washington Street acts as a continuation of S 58th Street, running adjacent to the eastern station frontage. Vehicular access to the station's surface parking lot is provided through ingress/egress points along S Adams Street and S 60th Street to the west and south of the station, respectively. The

primary access to the station for pedestrians and passenger pickup and drop-off is S Washington Street.

Table 6 identifies access to the South Tacoma Station by passenger mode of transportation based on Sound Transit survey and station profile data. As shown, the station is primarily accessed by automobile. Access by other modes such as walking, bicycling, and local transit is difficult due to existing barriers or lack of direct travel routes.

Table 6 South Tacoma Station mode of access summary

Mode of Transportation	2019 System Access Strategic Plan Passenger Access Survey Report	South Tacoma Station Profile (Pre-COVID, March 2020)
Walk/Wheelchair	13%	8%
Bicycle	2%	0%
Transit Transfer	0%	0%
Auto	84%	92%
Drop-off	*13%*	*6%*
Parked (drove alone/carpool/vanpool)	*71%*	*86%*
Other[1]	1%	Not Measured

Sources: System Access Strategic Plan Passenger Access Survey Report (Sound Transit 2019e); .

[1] "Other" is not defined in source documents.

South Tacoma Way, a north-south principal arterial one block to the east of the station, connects S 58th Street and S 60th Street to Tacoma's broader roadway network, reaching downtown Tacoma in the north and Lakewood in the south. S 56th Street, an east-west principal arterial, connects S Washington Street and S Adams Street to University Place in the west and I-5 and southeast Tacoma neighborhoods to the east.

Located just more than 1 mile east of the South Tacoma Station, the I-5/S 56th Street and I-5/S 72nd Street interchanges provide access to the interstate freeway network, connecting the station area to the regional transportation system. I-5 is the primary north-south limited access corridor for local, regional, interstate, and international travel, and has interchanges with State Route (SR) 16 approximately 1.6 miles north of the S 56th Street interchange, and with SR 512 approximately 3.2 miles to the south. SR 16 and SR 512 provide further regional connections to the Kitsap Peninsula and Puyallup, respectively. Figure 12 displays the roadway network within the 1-mile, 3-mile, and 5-mile travel sheds, and Figure 13 shows the roadway network and roadway classification near the station.

The equivalent of approximately 3,700 on-street parking spaces are located along City of Tacoma streets within a 0.5-mile radius of the station, including a 220-stall surface lot owned by Sound Transit that is located directly adjacent to the western edge of the Sound Transit railroad ROW, positioned along S Adams Street, as well as the 155-stall Pierce Transit surface lot at the I-5/S 56th Street interchange.

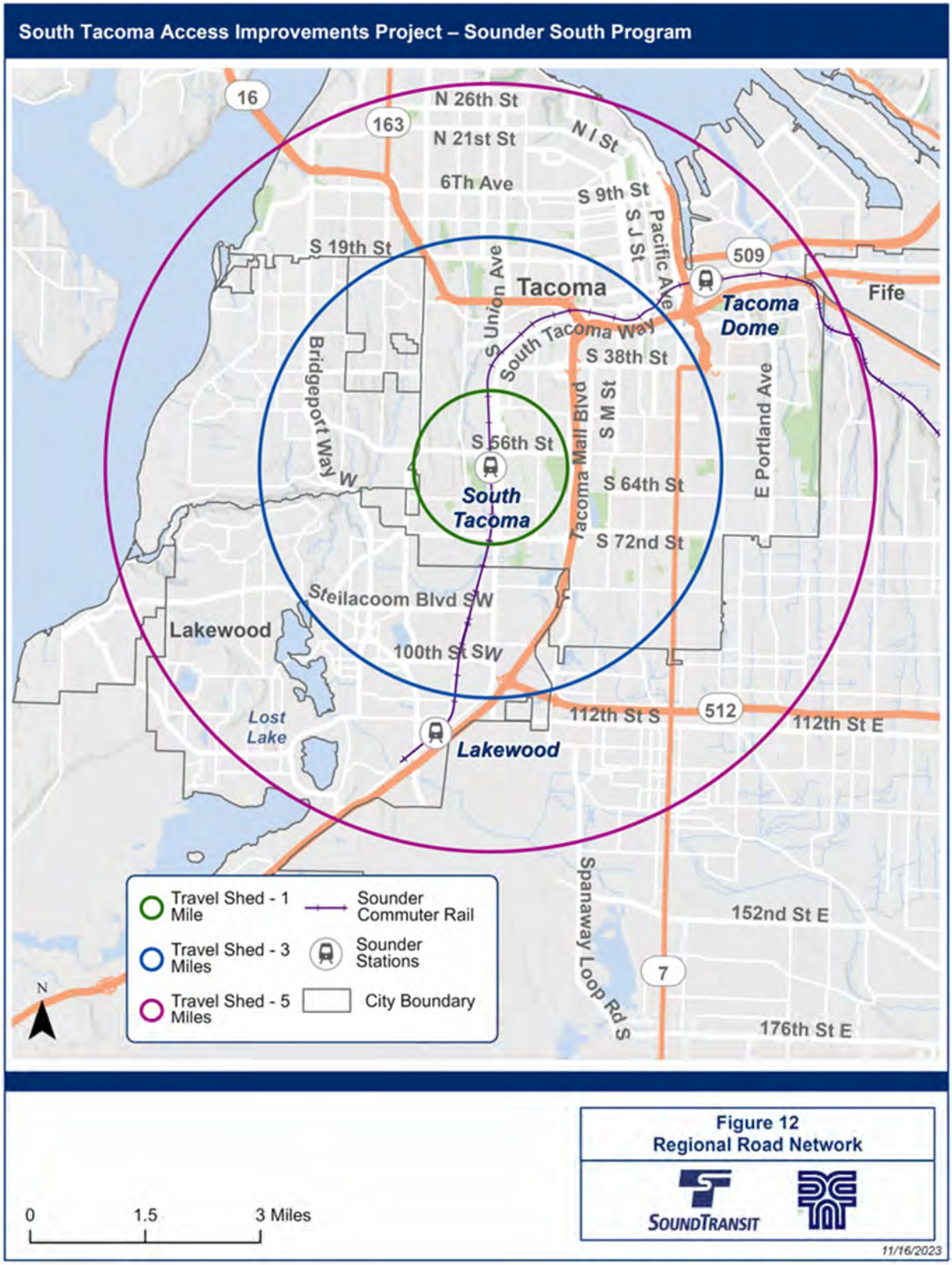


Figure 12 Regional road network

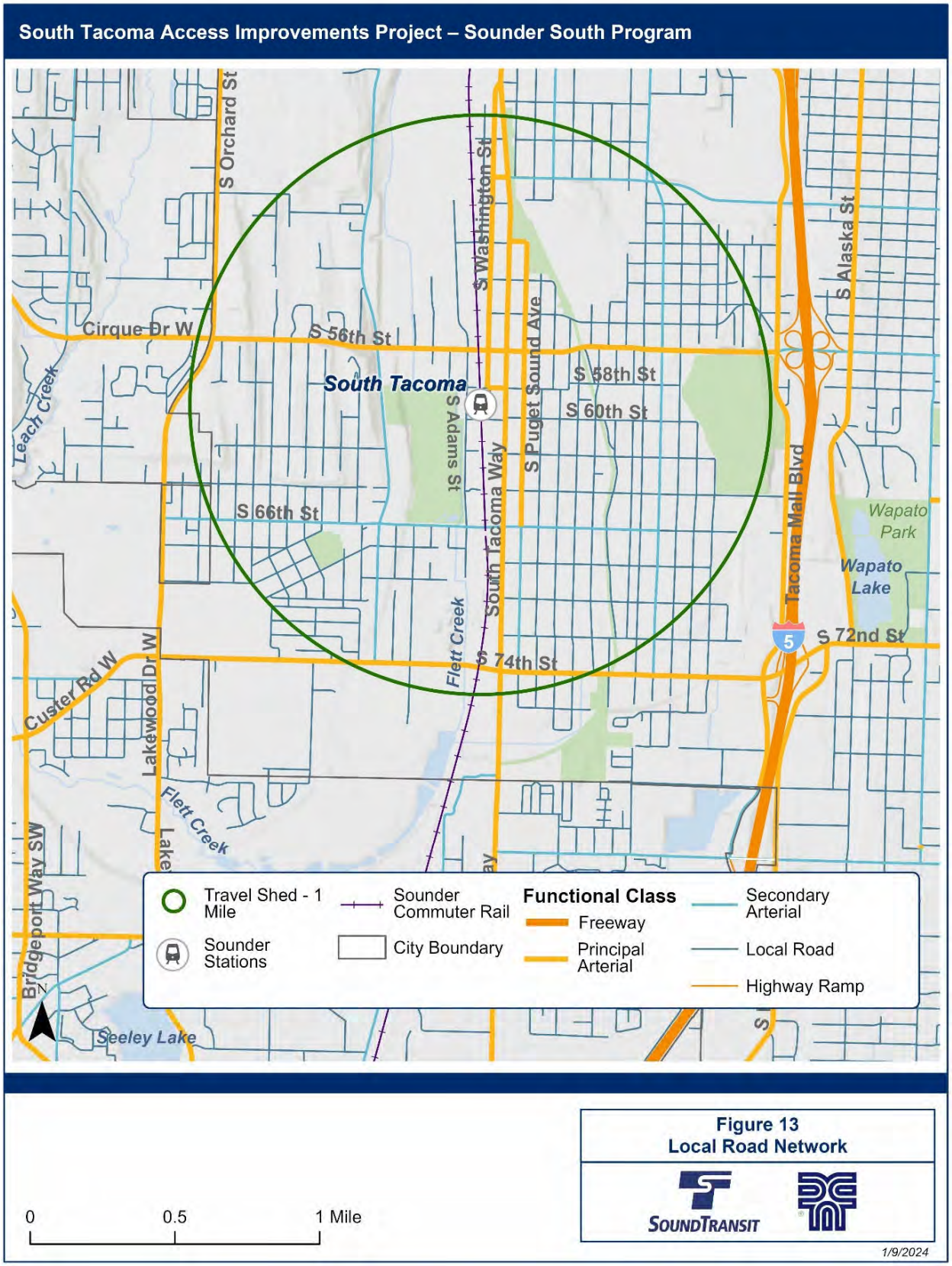


Figure 13 Local road network

Pedestrian Access

Currently, pedestrian access to the South Tacoma Station is provided on the station's eastern frontage along S Washington Street, to the north from S 56th Street via a pedestrian path, and to the south along S 60th Street (see Figure 14). Connections to the west of the station are provided through two at-grade crossings of the railroad tracks, at S 56th Street and S 60th Street. The sidewalks along S 60th Street connect the station platform to its surface parking lot to the west of the tracks.

Although sidewalks along the north side of S 60th Street provide direct access across the railroad tracks, there is limited pedestrian access between the stations and neighborhoods farther west of S Adams Street due to the location of the SERA Campus. Currently, pedestrians must either travel west along S 56th Street and then south along S Tyler Street or travel south along S Adams Street to S 66th Street to access areas to the west of the station and the SERA Campus. S Adams Street has intermittent sidewalk gaps on both sides between S 56th Street and S 66th Street, while S 60th Street has sidewalk along its south side in the immediate vicinity of the South Tacoma Station.

As shown in Figure 14, many sidewalk gaps are present in neighborhoods west and southwest of the SERA Campus, the neighborhoods east of the Water Flume Line Trail, and the area between the Tacoma Cemetery and Tacoma Mall. Additionally, a uniform street grid is not present to the northwest of S 56th Street and South Tacoma Way.

Within the 1-mile pedestrian travel shed, sidewalks are present along most arterial and collector roadways, with the following exceptions:

- South Tacoma Way – west side between S 47th Street and S 48th Street.
- S Washington Street – both sides between South Tacoma Way and S 45th Street; east side between S 48th Street and S 52nd Street; portions of west side between S 50th Street and S 52nd Street; portions of east side between S 52nd Street and S 56th Street; both sides between S 56th Street and S 58th Street.
- S 58th Street – portions of south side between S Washington Street and South Tacoma Way.
- S Puget Sound Avenue – both sides between S 72nd Street and S 74th Street.
- S Warner Street – portions of both sides between S 43rd Street and S 47th Street.
- S Tyler Street – east side north of S 49th Street.
- S Orchard Street – portions of west side south of 53rd Street W.
- S 47th Street – north side between S Washington Street and South Tacoma Way; portions of south side between S Union Avenue and S Warner Street; portions of north side between S Lawrence Street and S Alder Street.
- S 66th Street – north side between S Alder Street and S Clement Avenue; portions of both sides between S Clement Avenue and S Junett Street; south side between S Junett Street and S Pine Street; both sides between S Pine Street and S Oakes Street.

The presence and condition of curb ramps within the 1-mile pedestrian travel shed varies. Some intersections are missing curb ramps and others have curb ramps that are noncompliant with current ADA standards. Pedestrian push buttons at intersections in the 1-mile pedestrian travel shed may also be noncompliant with ADA standards. Signal timing at signalized intersections in the station area does not typically include leading pedestrian intervals, referred to as LPIs. LPIs

provide a safety benefit by enhancing the visibility of pedestrians in the intersection and reinforcing vehicles to yield the ROW to pedestrians.

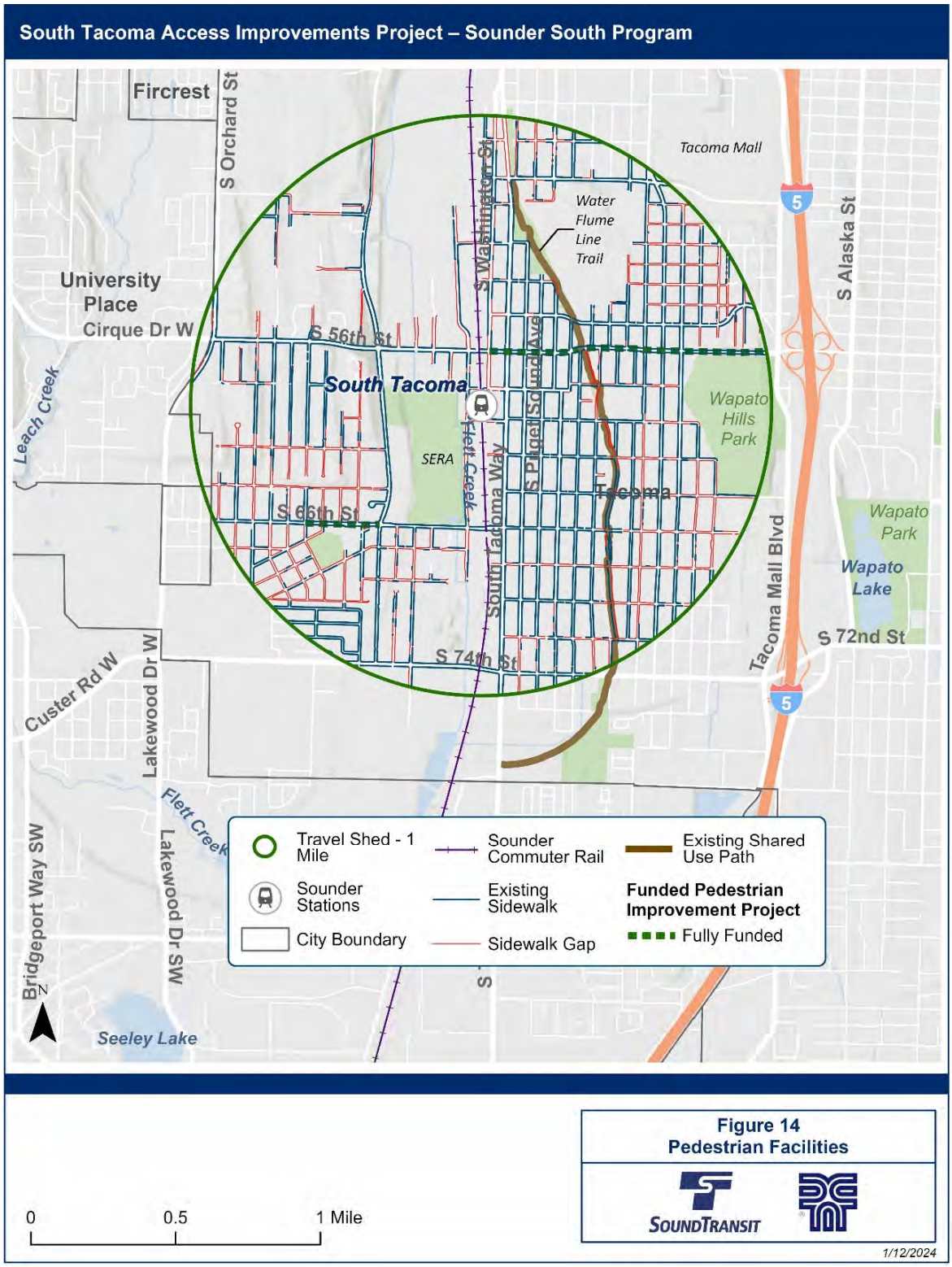


Figure 14 Pedestrian facilities

Bicycle Access

A combination of a shared use path, bicycle lanes, and shared-lane markings on S 58th Street provides direct bicycle access between the South Tacoma Station and the Water Flume Line Trail. The Water Flume Line Trail, which is part of the regional shared use path network, continues northward as a shared use path from S 58th Street to S 47th Street, where it transitions to bicycle lanes along South Tacoma Way to S Pine Street; however, there are intermittent gaps in the continuity of the bicycle facilities in this section. After an existing gap between S Pine Street and S M Street, the trail resumes as a shared use path along South Tacoma Way and S C Street to downtown Tacoma and the Dome District. To the south of S 58th Street, the Water Flume Line Trail continues as a shared use path to the intersection of South Tacoma Way and S 80th Street at the Tacoma city limits border with Lakewood.

Two blocks to the east of the station, bicycle lanes along S Puget Sound Avenue provide a north-south alternative to South Tacoma Way between S 56th Street and S 74th Street.

West of the SERA Campus, bicycle lanes along S Tyler Street connect S 74th Street to the south and S Wright Avenue to the north. The S Tyler Street bicycle lanes also connect to bicycle lanes along S 56th Street, which extend west to the Tacoma border and beyond, into University Place. The bicycle lanes on S Tyler Street are separated from vehicular traffic with paint lines. A horizontal buffer and a vertical barrier from vehicular traffic are not provided with these bicycle lanes.

As shown in Figure 15, few east-west bicycle connections are located within 1 mile of the South Tacoma Station, and there are few connections to areas to the east and west outside of the immediate station vicinity. North-south bicycle lanes are present along S Alaska Street directly to the east of I-5. There are also no bicycle facilities that provide access across SR 16 to the north of the South Tacoma Station. No bicycle facilities that traverse I-5 are present within 1 mile of the station. A bicycle and pedestrian bridge at S 37th Street provides the closest bicycle facility connection across I-5, connecting the Tacoma Mall regional growth center and neighborhoods to the east of I-5. However, no bicycle connections currently exist between the South Tacoma Station and the Tacoma Mall area. Signalized intersections near the South Tacoma Station also lack bicycle detection.

B 14 b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Sound Transit operates Sounder S Line rail service between Lakewood and Seattle, with South Tacoma Station serving as the current route's second-to-last station in the southbound direction. During the weekday morning period, Seattle-bound northbound trains operate every 20 to 30 minutes between 4:30 a.m. and 7 a.m. One additional northbound trip departs Lakewood around 10 a.m., and one southbound trip from Seattle to Lakewood departs around 8 a.m. During the evening period, Lakewood-bound trains in the southbound direction operate every 20 to 45 minutes, arriving at South Tacoma Station between 4:50 p.m. and 7:45 p.m. (Sound Transit 2023a). Thirteen trains operate northbound and southbound, each between Lakewood and Seattle each weekday, for a total of 26 daily trips. Five additional S Line trains (10 total daily trips) operate between Seattle and Tacoma Dome Station in the northbound and southbound directions each weekday.

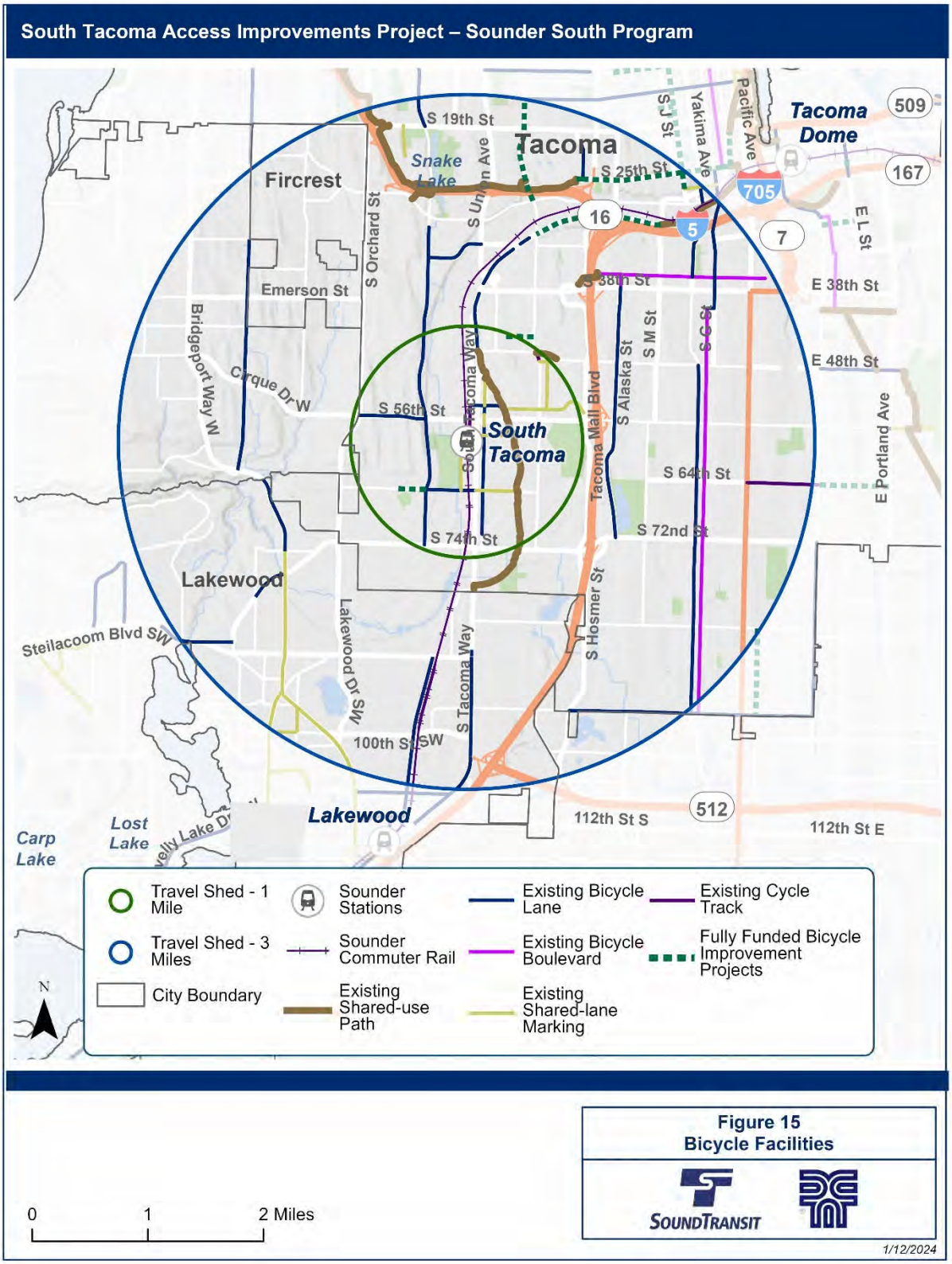


Figure 15 Bicycle facilities

In addition to the Sound Transit S Line rail service between Lakewood and Seattle, Pierce Transit provides bus transit service within 1 mile of the South Tacoma Station (Pierce Transit routes 3, 41, 52, 53, and 202) (see Table 7).

The Tacoma Mall Transit Center is located just more than 1 mile to the northeast of South Tacoma Station; the Tacoma Mall Transit Center is served by Pierce Transit routes 3, 41, 52, 53, 54, 55, and 57 (see Figure 16 and Figure 17).

Sound Transit provides regional express bus service in the vicinity of the South Tacoma Station but does not directly serve it. Five routes, most of which provide service only during the a.m. peak and p.m. peak, connect regional destinations including Tacoma, Sea-Tac Airport, downtown Seattle, and the University of Washington campus in Seattle.

Table 7 Bus transit routes serving stops within 1 mile of station (2023)

Pierce Transit Route # and Description, *Major Destination Served*	Service Span	Headways (Weekday) in Minutes		Nearest Transfer Point to South Tacoma Station
		Northbound/ Eastbound	Southbound/ Westbound	
		6 a.m. to 9 a.m. 3 p.m. to 6 p.m. All Day	6 a.m. to 9 a.m. 3 p.m. to 6 p.m. All Day	
Route 3 – Lakewood – Tacoma: *Lakewood Transit Center* *SR 512 park-and ride (P&R)* *Tacoma Mall Transit Center* *10th & Commerce Transit Center*	16.5 hours	30 30 30–60	30 30 30–60	South Tacoma Way and S 58th Street (450 feet)
Route 41 – S 56th Street – Salishan: *Tacoma Mall Transit Center* *Tacoma Dome Station* *10th & Commerce Transit Center*	16.5 hours	30 30 30–60	30 30 30–60	S 56th Street and S Fife Street (0.8 mile)
Route 52 – Fircrest – Tacoma Community College[1] *Tacoma Mall Transit Center* *Tacoma Community College Transit Center*	16 hours	30 30 30–60	30 30 30–60	S Warner Street and S 47th Street (0.9 mile)
Route 53 – University Place[2] *Tacoma Mall Transit Center* *Tacoma Community College Transit Center*	17 hours	30 30 30–60	30 30 (until 5:50 p.m.) 30–60	S 66th Street and S Adams Street (0.4 mile)
Route 202 – 72nd Street: *Lakewood Transit Center* *72nd Street Transit Center*	15.5 hours	30–60 30 30–60	30–60 30–75 30–60	S 74th Street and South Tacoma Way/S Puget Sound Avenue (1 mile)

Source: Pierce Transit 2023 and Sound Transit 2023a.

Notes:
[1] Route 52 travels northbound/westbound in one direction and southbound/eastbound in the other direction. Headways reported are for the trips departing the Tacoma Mall Transit Center in the northbound/eastbound column and trips departing Tacoma Community College in the southbound/westbound column.
[2] Route 53 travels north, west, south, and east for each trip. Headways reported are for the trips departing the Tacoma Mall Transit Center in the northbound/eastbound column and trips departing Tacoma Community College in the southbound/westbound column.

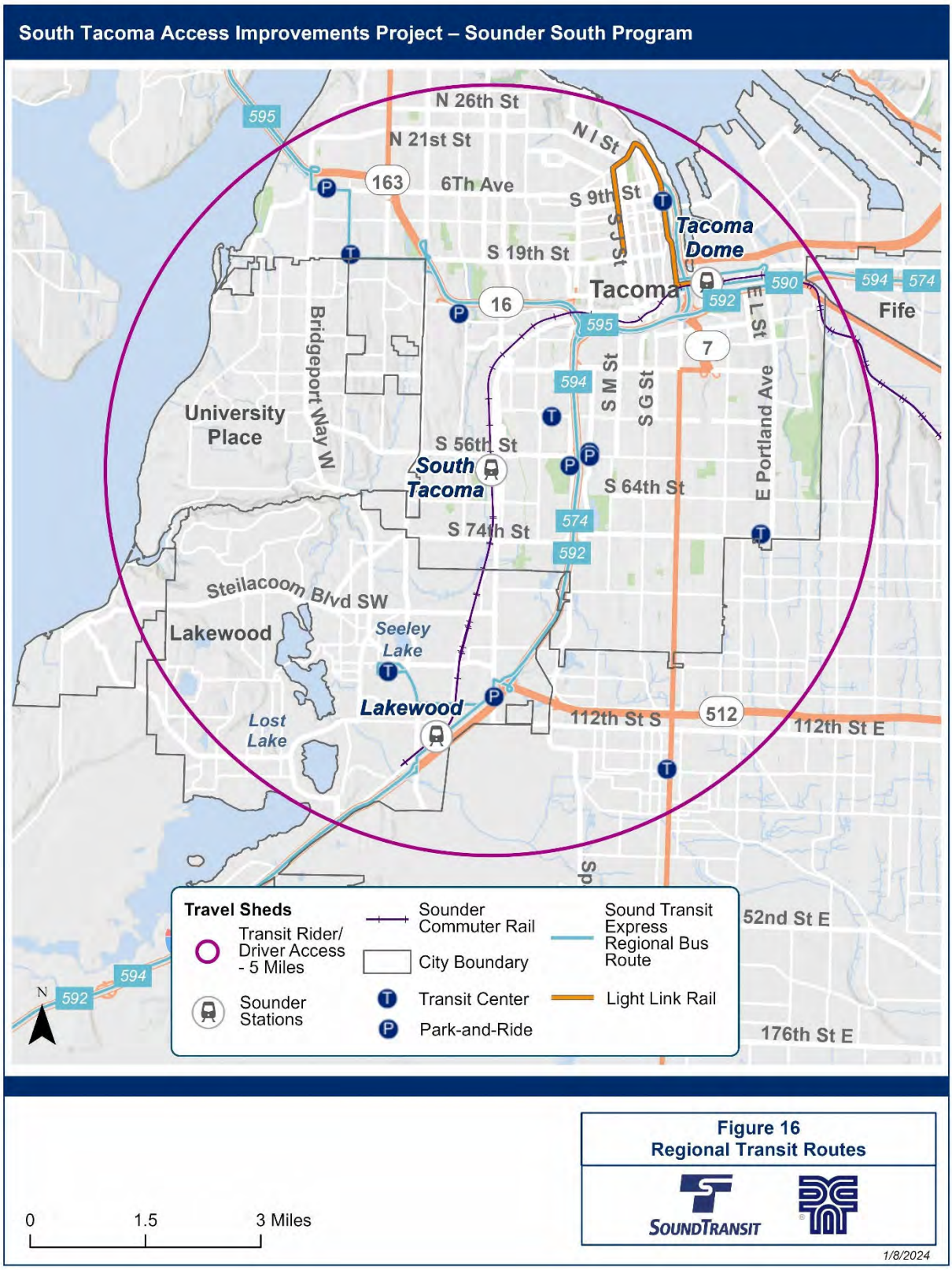


Figure 16 Regional transit routes

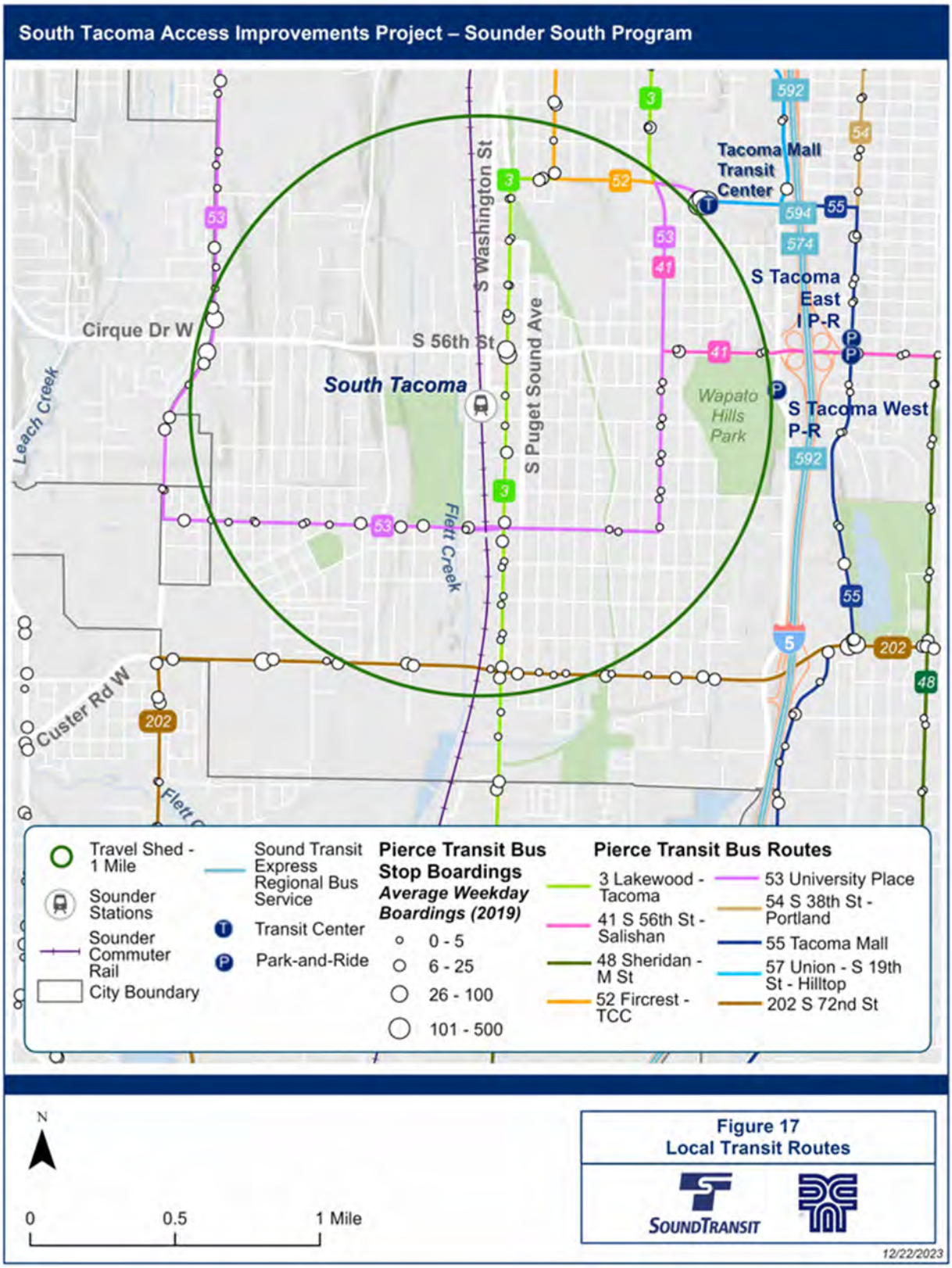


Figure 17 Local transit routes

B 14 c. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

Yes, in addition to the improvements to the South Tacoma Station, the project would build new improvements for pedestrians, bicycles, and bus transit to the surrounding transportation infrastructure. These improvements to the surrounding transportation infrastructure would include access and non-motorized improvements, for example: driveways, sidewalks, bicycle storage, curb ramps, and pedestrian signal improvements. The access improvements are described in response to Question A11 above and in Table 1.

B 14 d. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The project does not occur in the vicinity of water or air transportation. The project is proposed for the purpose of enhancing access for Sounder passengers. The Sound Transit rail line travels north-south through the project area, west of the South Tacoma Station. These tracks are used by Sounder commuter rail, Amtrak passenger trains, and freight trains.

B 14 e. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?

Most of the project improvements will make non-motorized improvements and therefore are not expected to generate additional vehicular trips. One proposed improvement project, the SERA Campus Shared Parking Lot, would generate new vehicular trips.

The Institute of Transportation Engineers Parking Generation Manual was used to generate the level and timing of daily use of the new parking lot. The Synchro program was used to model the effects of additional trips on the local transportation system.

The SERA Campus Shared Parking Lot is estimated to generate 19 additional a.m. peak hour trips and 11 additional p.m. peak hour trips per day by automobiles. Based on this trip forecast, it is expected that intersections in the project area would operate similarly to existing conditions (refer to Appendix C – Transportation Technical Report, Parametrix, 2023).

B 14 f. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No, the project would occur in an urban area and would not interfere with, affect, or be affected by the movement of agricultural or forest products on roads or streets in the area.

B 14 g. Proposed measures to reduce or control transportation impacts, if any:

Emergency vehicle access would be maintained through the construction zone at all times. Access to residential and commercial uses would be retained. Road lane closures or detours would be coordinated through approvals from the City of Tacoma. The contractor would prepare and implement a Traffic Management Plan in coordination with Sound Transit and the City of Tacoma.

The proposed access improvements would result in similar or improved conditions in the operation of the project area roads, thus no mitigation for transportation operations is proposed.

B 15. Public Services

B 15 a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

Construction could impact emergency vehicle response times because of temporary lane closures, detours, or other access issues. The access improvements themselves would not increase the need for any public services. They would provide a potential benefit for public transit by improving access.

B 15 b. Proposed measures to reduce or control direct impacts on public services, if any.

Sound Transit would work with contractors, utility providers, and the City of Tacoma to minimize disruption to the transportation network; however, some disruption during construction would still occur. Construction measures would include ensuring that emergency vehicles can safely and quickly pass through the construction zone and that any lane/road closures or detours are communicated to the various emergency service providers. Conditions of the ROW permit for the proposed project would include other required measures such as the development and implementation of a Traffic Management Plan, which outlines in more detail the measures to ensure emergency providers can pass quickly and safely through the construction zone.

B 16. Utilities

B 16 a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,

other _____

B 16 b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Construction would require the use of water, gasoline and diesel fuel, and electricity. Local fuel providers would supply gas and diesel fuel. Puget Sound Energy provides the electrical service in the project area. Table 8 lists the available utility providers in the project area.

Table 8 Utility providers

Type of Utility	Service Provider
Mobile	AT&T
Storm, Sanitary Sewer, Refuse Service	City of Tacoma
Digital Cable, Internet, Mobile, Phone	Comcast
Internet	Lumen
Electricity, Natural Gas	Puget Sound Energy
Digital Cable, Internet, Phone	Rainier Connect

Type of Utility	Service Provider
Mobile, Internet	T-Mobile
Power, Water	Tacoma Public Utilities
Fiber Optic Internet	ZAYO

Source: DEA 2023.

Electricity is the only utility that is proposed for the completed project. Electricity from Puget Sound Energy would be needed for the following project areas:

South 56th Street Bicycle Pathway:

- New utility poles, luminaires, and new pedestrian-scale lighting between the intersections of S 56th Street/S Madison Street and S 58th Street/S Durango Street.

S 58th Street:

- New utility poles and luminaires installed along S 58th Street between S Washington Street and S Birmingham Street.
- New traffic signal or beacon at S Puget Sound Avenue.
- New traffic signal or beacon at S Oakes Street.

S 60th Street:

- New utility poles and luminaires installed along S 60th Street between S Adams Street and S Warner Street.
- New traffic signal at S 60th Street and South Tacoma Way.
- New pedestrian beacon at S Puget Sound Avenue.

S Puget Sound

- New bicycle video detection at S 56th Street.

South Tacoma Way

- Signal upgrades at S 56th Street, S 58th Street, and S 66th Street.

S Adams Street:

- New utility poles and luminaires installed between S 58th Street and S 66th Street.
- New traffic signal or beacon at S 66th Street.
- Signal upgrade at S 56th Street.

South Tacoma Station:

- Public address system.
- CCTV camera.
- Indicator light on mini-high shelter.
- Possible new pedestrian-scale lighting along north walkway.

SERA Campus Shared Parking Lot:

- Electric vehicle charging stations.
- Illumination internal to the parking lot.

S Fife Street:

- New traffic signal or beacon at S 56th Street.

S 35th Street

- Signal upgrade at S Steel Street.

S Pine Street:

- New pedestrian beacon at S 42nd Street.
- Signal upgrades at S 35th Street, S 36th Street, S 38th Street, S 45th Street, South Tacoma Way, and S Center Street.

S Tyler Street

- Signal upgrade at S 74th Street, S 56th Street and S 36th Street.

S 60th Street Railroad Crossing:

- Railroad crossing gates at the pedestrian crossing and the automatic gate for the two-way bicycle lane.

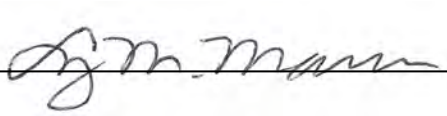
S 56th Street Railroad Crossing:

- If automatic pedestrian gates are installed at S 56th Street, they will require electricity

In addition, the project would relocate power poles and communication lines, and adjust surface utility features such as maintenance holes, valves, and other elements.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Name of Signee: Lesley M. Maurer

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