SEPA Environmental Checklist (ver. Sept. 2023)

A.Background

1. **Name of proposed project, if applicable:**

   Port Maritime Center

2. **Name of applicant:**

   Port of Tacoma (Port)

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

   Mark Rettmann
   1 Sitcum Plaza
   Tacoma, WA 98421
   (253) 592-6716
   mrettmann@portoftacoma.com

   Contact Person:
   Lisa Klein, AHBL
   2215 N 30th St
   Tacoma, WA 98403
   (253) 284-0256

4. **Date checklist prepared:**

   June 4, 2024

5. **Agency requesting checklist:**

   Port of Tacoma

6. **Proposed timing of schedule (including phasing, if applicable):**

   Construction will be phased. The first phase will complete soil amendments, utilities and building foundations, which are anticipated to occur from November 2024 through March 2025. Construction of the Maritime|253 will begin in March 2025 and is expected to be completed in Summer 2026. Construction of the Port Business Center will begin in March 2025 and is expected to be completed at the end of 2026. All in-water work associated with the shoreline improvements, including shoreline restoration and installation of the new dock/pier will be completed similar as the site but somewhat dependent on obtaining state and federal permits and the in-water work window.

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

   There are no future additions or activity related to the proposal or work limits described in this checklist and plans. Any future development on other areas of the parcels will undergo a separate SEPA environmental review process, if applicable.

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

Prepared

- SEPA Checklist for Parcel 94 Cleanup prepared by Anchor QEA dated March 1, 2024
- View Impact Analysis prepared by TCF Architecture, dated May 17, 2024
- Phase 2 Environmental Site Assessment Report prepared by Anchor QEA, dated February 2024
- Landscape Plan prepared by Site Workshop dated June 2024
- Preliminary Topographic and Boundary Survey prepared by Sitts & Hill dated April 2024
- Geotechnical Report prepared by GeoEngineers dated June 2024
- Acoustical Design Plan prepared by Tenor dated February 2024
- Habitat Management Plan prepared by Grette Associates dated June 2024
- Electrical Site Plan and Photometrics Analysis prepared by Hargis Engineers dated May 2024
- Shoreline Permit Plan Set, including site plan, grading, drainage, landscaping and utilities prepared by KPFF dated June 2024
- JARPA prepared by Grette Associates dated June 2024
- Archaeological Inadvertent Discovery Plan dated May 30, 2024
- Cultural Resource Monitoring of Soil and Groundwater Testing at the Parcel 94 Property prepared by Willamette Cultural Resources Associates, LTD. Dated March 18, 2024
- Transportation Technical Report prepared by Heffron Transportation, Inc. dated June 2024

To be prepared

- Hazardous Materials Survey (to be complete prior to demolition)
- Drainage Report
- Erosion and Sediment Control Plan
- Stormwater Pollution Prevention Plan

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.

The Port of Tacoma Parcel 94 Interim Soil Cleanup Project is currently in process and was issued a DNS on March 13, 2024; permits are currently under review with the City of Tacoma. The project includes remedial action to address contaminated soils along the Thea Foss Waterway at the same project site as this proposal. The two projects are separate proposals independent of each other.

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

City of Tacoma:
Shoreline Substantial Development Permit
Demolition Permit
Lot Consolidation and potential Boundary Line Adjustment, if necessary
Phased Site Development Permits

Phased Building Permits
Right-of-way & Work Order Permits, as necessary

Port of Tacoma:
SEPA Determination
Approval of stormwater system and new outfall, per NPDES permit

U.S. Army Corps of Engineers:
Section 10 & 404 permit for in-water work

Washington State Department of Ecology:
Construction Stormwater General Permit (CSGP)
Water Quality Certificate (WQC) & Coastal Zone Management (CZM) federal consistency certification review for in-water work

Washington State Department of Fish and Wildlife:
Hydraulic Project Approval (HPA) permit for in-water work

BNSF Railway:
Two railroad crossing permits are currently under review

11. Give 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.)

Existing Site
The project site consists of four parcels (895000-1052, -1100, -1110 and 0320041040), owned by the Port of Tacoma (Port) and bounded by E 11th Place to the north, E 'F' Street and BNSF Railway property to the east, the Wheeler Osgood Waterway to the south, and private parcels and the Thea Foss Waterway to the west. Post contact, the parcels have historically been occupied by a variety of industrial uses, storage, and manufacturing activities but is currently flat sparsely vegetated land with an existing 2,300 SF structure. The parcels comprise approximately 21 acres and four zoning districts (S-8, S-13, M-2 and PMI). Existing primary access to the project site is provided from a shared access driveway on the western edge of the site opposite E 'D' Street. The site is bisected by a BNSF railroad spur track, which is an easement located on Port property and used approximately three or four times per week.

The existing shoreline contains a total of 545 LF of bulkhead, miscellaneous piles, beach debris, sparse vegetation and two dock structures. The dock along the Wheeler Osgood Waterway is comprised of an approximately 8' by 276' timber float system and a 48' x 17' concrete landing float (for a total of 3,024 SF). It has an aluminum and fiberglass gangway that is 64 SF and a 118 SF access pier. The pier along the Thea Foss Waterway is approximately 64' by 44' (2,816 SF).

There are three stormwater outfalls located along the Wheeler Osgood Waterway; a 12" DI culvert, 6" DI outfall, and a 4" CPP culvert (see Sheets V1.08 and V1.09 of the enclosed Topographic Survey and the Civil Plans).

A portion of the site along the shoreline is located in the AE flood hazard area, which is noted on the Topographic Survey and the Civil and Landscape Plans. The Downtown Waterfront (S-8) shoreline jurisdiction is subject to a 50-foot marine buffer plus a 10-foot building setback. There are small portions of the property that are mapped as steep slopes, with greater than 40% slopes mapped for portions of the shoreline and 15-25% slopes mapped on small portions of the eastern and northern M-2 zoned portions and a small central portion of the S-8 zone. The shoreline edges are mapped by the City as seismic and landslide hazard areas.

Proposed Project

The project proposes to construct the Port Maritime Center, which will house the new Port business office building (Port Business Center) and TPSs' new skills center (Maritime | 253) in new buildings adjacent to the Wheeler Osgood shoreline (in the S-8 zoning district).

The Maritime | 253 building will be a two-story, approximately 35,000 square feet (SF) of gross floor area and be a regional Career and Technical Education (CTE) skills center serving high school juniors and seniors from 14 area school districts. Students will take advanced CTE courses at Maritime | 253 in addition to courses required for graduation at their "home" high school. The curriculum will focus on skilled and technical trades, transportation and logistics, technology and innovation, and sustainability in the maritime industry. Maritime | 253 is planned to have a capacity of up to 300 students in two sessions (for a total of up to 600 students enrolled) with 20 staff. The Maritime | 253 could also include occasional partnership development for fewer than 50 (18- to-24-year-old) students in the later afternoon.

The Port's new headquarters building (Port Business Center) will be a three-story building with 63,000 SF of gross floor area with office space for up to 160 Port and Northwest Seaport Alliance employees and Port Commission meeting chambers. The site is planned to accommodate about 20 Port-owned pool cars, as well as Port marine vessels that are used for operations and security services. A small bus drop-off is proposed in front of the Port building to accommodate visitors who may arrive by bus (e.g., international delegations or school groups).

Access is proposed from one new driveway on the south side of E 11th Place located between E 'D' Street and E 'F' Street. Frontage improvements will also be added along E 11th Street, including a new curb, gutter, and sidewalk connections from E 11th Street to the proposed building entrances.

The project will locate parking and passenger load/unload facilities on the northeast side of the BNSF spur tracks with the buildings located on the southwest side of the spur tracks. An

at-grade railroad crossing will be provided for limited vehicular access and most pedestrian/non-motorized access between the buildings and the parking, load/unload areas, and off-site non-motorized facilities. It will be equipped with train-actuated signalized gates, active pedestrian crossing treatments, track fencing, and train gates. A second at-grade crossing is proposed for emergency access and occasional deliveries and services vehicles. A total of 293 parking spaces will be provided. Associated site landscaping is also proposed, including internal parking landscaping, perimeter site landscaping and shoreline buffer plantings. See the submitted Landscape Plan for further details. The trash enclosures for both buildings are proposed on the north side of the buildings. The Port Business Center enclosure is a CMU structure that will be clad in a compressed stone panel that coordinates with the building cladding. The gates will be custom steel clad with a combination of painted steel plate and perforated metal panels. The trash enclosure for Maritime | 253 will be masonry with a decorative metal gate.

The project is expected to start construction in late 2024. The Maritime | 253 will have occupancy in the fall of 2026. The Port Business Center will be occupied shortly thereafter.

Shoreline Improvements

The proposal requests to reduce the standard 50-foot marine buffer along 700 feet of shoreline to support quality public access and enjoyment of the shoreline while restoring the shoreline to more natural conditions. The existing shoreline bulkhead and two dock structures will be removed to allow for the proposed shoreline reconfiguration. These actions include relocating the segment of shoreline armoring that is within the Wheeler Osgood Waterway to along the Thea Foss Waterway where it is necessary to protect the upper intertidal area from erosion. Armoring along the Thea Foss Waterway will consist of 222 feet of riprap and quarry spall material. Shoreline reconfiguration within the Wheeler Osgood Waterway will consist of 655 feet of a soft shore approach. This will largely be accomplished through removal of the existing armoring and bulkheads, slope grading and the placement of habitat gravel mix and large woody debris. Once all the shoreline reconfiguration is complete, the shoreline buffer and selected intertidal areas will be planted with native vegetation. Dune, tidal, and marsh plantings will be utilized which consist of a mix of groundcover, shrubs and shade trees.

A new/replaced ramp and dock float structure is proposed along the Foss Waterway. The overwater structure will consist of a 200-foot long by 8.5-foot wide (1,700 SF) grated and composite decking float (60 percent functional grating over 50 percent of the float). Shoreline access to the float will be provided by a 100-foot long by 6.5-foot-wide aluminum gangway (650 SF, 100 percent grated). Eleven 24-inch epoxy coated steel piles will support the ramp and float structure. The existing piles will be removed.

A new 24” consolidated stormwater outfall will be added at the north end of the site along the Thea Foss Waterway, north of the ramp leading to the float. The outfall will be installed at an invert elevation of +4 ft. The toe of the outfall headwall will be positioned at approximately +3 ft. MLLW, within the existing riprap slope. The slope will be trenched to a maximum depth of 6 ft with a maximum width of 4 feet to accommodate placement of the

24-inch pipe. The single new consolidated and relocated outfall is intended to consolidate and streamline the existing drainage patterns within the Project site by conveying stormwater to a single relocated outfall. All natural drainage patterns will be maintained. While the project is flow control exempt, sheetflow has been implemented to the maximum extent feasible and permeable landscaping areas maximized across the site. All pollution generating impervious surfaces will be fully mitigated to Ecology and Port of Tacoma water quality standards through the use of bioretention and treatment vaults. The three existing outfall pipes (4 inches, 12 inches, and 6 inches) will be removed during the construction of the Project.

Public access amenities are proposed along the adjacent waterway, including a public plaza, a 15-foot-wide esplanade, viewing areas, beach access, an optional ramp for water access, and a public restroom building.

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 project is located at 1203 E D Street Tacoma, WA on four parcels (895000-1052, -1100, -1110 and 0320041040), owned by the Port.

Parcel 895000-1052 Legal Description: Section 04 Township 20 Range 03 Quarter 13 TACOMA TIDELANDS TACOMA TIDELANDS PART OF B 39, 40, 50, 50A & 50B TAC TDLDS & PART GOVT LOTS 8 & 11 IN N 1/2 04-20-03E ALL DESC AS FOLL COM AT INTER OF E LI OF CY WW WITH S LI S 11TH ST TH S 08 DEG 47 MIN E 281.17 FT TH S 02 DEG 38 MIN E 106.5 FT TO POB TH N 81 DEG 14 MIN E 402.32 FT TH ON A C TO R WITH A RAD OF 401.92 FT A DIST OF 203.11 FT TH S 24 DEG 52 MIN E 112.43 FT TH S 77 DEG 05 MIN E 546.07 FT TH ALG A C TO R WITH A RAD OF 286.28 FT THRU A C/A OF 53 DEG 08 MIN TH S 23 DEG 56 MIN 26 SEC E ALG WLY LI OF N P RR R/W TO INTER OF ELY EXT OF MOST SLY LI OF WHEELER OSGOOD WW TH WLY ALG SD LI TO C/L OF SD WW TH NWLY ALG C/L OF SD WW TO E LI OF CY WW TH NLY ALG SD LI TO POB ALSO COM AT NW COR B 40 TAC TDLDS TH E ALG S LI OF S 11TH ST 242.10 FT TO TRUE POB TH S 24 DEG 52 MIN E 505.26 FT TH S 77 DEG 05 MIN E 253.02 FT TH N 24 DEG 52 MIN W 602.51 FT TO POB ALSO COM AT NW COR B 40 TAC TDLDS TH E ALG S LI S 11TH ST 491.90 FT TH S 24 DEG 52 MIN E 208.4 FT TO POB TH CONT S 24 DEG 52 MIN E 343.59 FT TH ON A C TO L RAD 142.80 FT A DIST OF 130.07 FT TH S 77 DEG 09 MIN E 216.46 FT TH N 24 DEG 52 MIN W 589.27 FT TH S 65 DEG 08 MIN W 236.66 FT TO POB INCL VAC ST CONTG IN ALL PARCELS A TOTAL OF 16.36 AC NE 04-20-03E OUT OF 105-0 SEG K-2896 HB JW (DCTNEMS6-18-80)

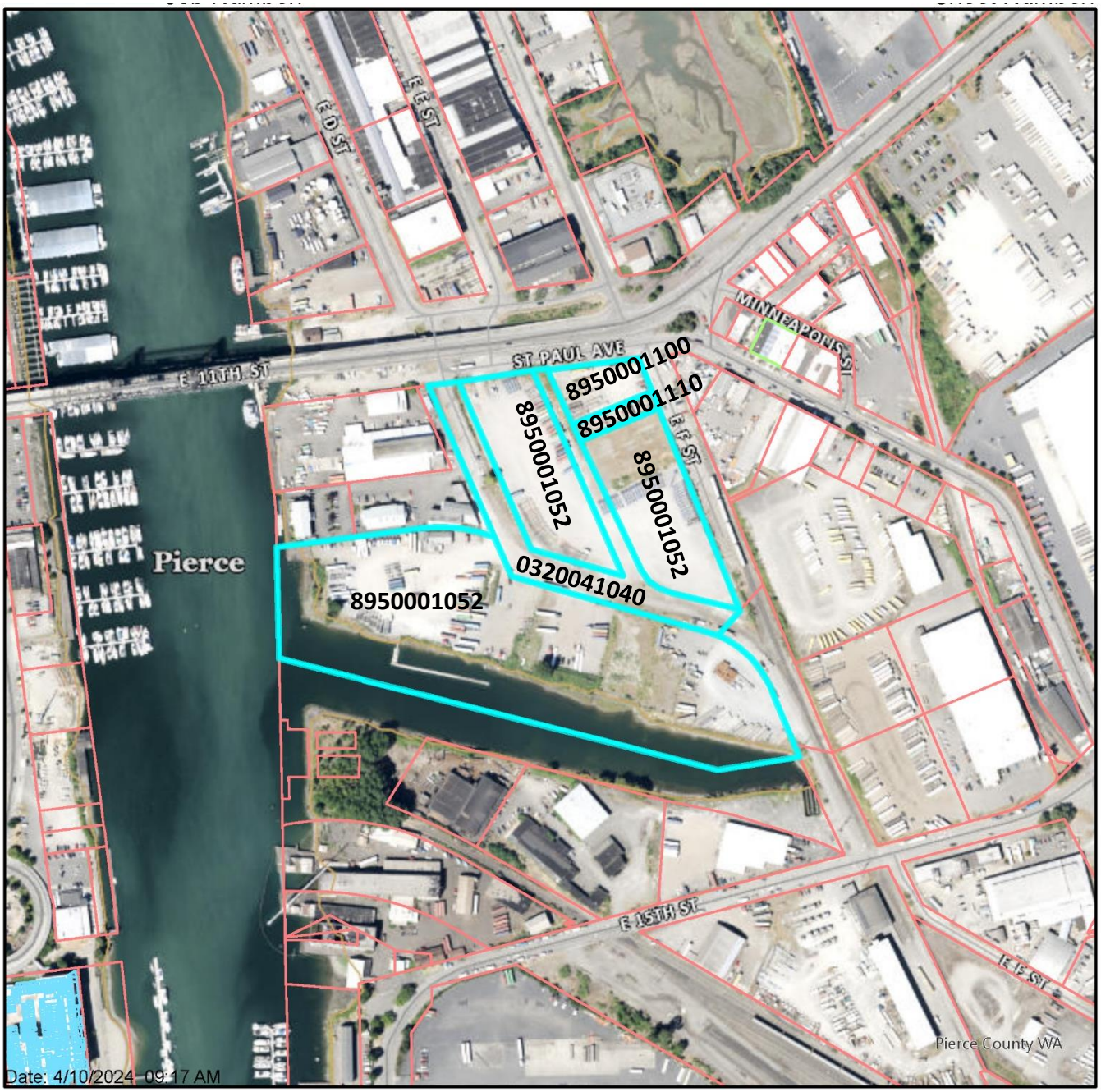
Parcel 895000-1100 Legal Description: Section 04 Township 20 Range 03 Quarter 12 TACOMA TIDELANDS B 40 COM AT INTER OF S LI OF S 11TH ST & E LI OF CY WW TH N 81 DEG 14 MIN E 791.90 FT TO POB TH S 24 DEG 52 MIN E 158.4 FT TH N 65 DEG 08 MIN E

236.66 FT TH N 24 DEG 52 MIN W 89.69 FT TO S LI OF SD S 11TH ST TH S 81 DEG 14 MIN W 247.82 FT ALG S LI S 11TH ST TO POB

Parcel 895000-1110 Legal Description: Section 04 Township 20 Range 03 Quarter 12 TACOMA TIDELANDS B 40 COM ON S LI S 11TH ST 791.9 FT ELY OF INTER WITH E LI CY WW TH SELY 208.4 FT TO POB TH NWLY 50 FT TH NELY AT R/A 236.66 FT TH SELY AT R/A 50.02 FT TH SWLY 235.86 FT M/L TO POB

Parcel 032004-1040 Legal Description: Section 04 Township 20 Range 03 Quarter 13 PICK-UP COM INTER OF SLY LI OF S 11TH ST & ELY LI OF CITY WATER- WAY TH N 81 DEG 14 MIN 00 SEC E 1039 FT TH S 24 DEG 52 MIN 00 SEC E 728.21 FT TO POB TH N 77 DEG 09 MIN 00 SEC W 216.46 FT TH ON A C TO R WITH A RAD OF 142.80 FT A DIST OF 130.17 FT TH N 24 DEG 52 MIN 00 SEC W 551.99 FT TO INTER SLY LI OF S 11TH ST TH S 81 DEG 14 MIN 00 SEC W ON SD SLY LI 40.91 FT TH S 24 DEG 52 MIN 00 SEC E 602.51 FT TH N 77 DEG 05 MIN 00 SEC W 253.02 FT TH N 24 DEG 52 MIN 00 SEC W 505.26 FT TO INTER SLY LI OF S 11TH ST TH S 81 DEG 14 MIN 00 SEC W ON SD SLY LI 83.26 FT TH S 24 DEG 14 MIN 00 SEC E 567.57 FT TH S 77 DEG 05 MIN 00 SEC E 546.07 FT TH ON A C TO R WITH A RAD OF 268.28 FT A DIST OF 265.55 FT TO INTER A LI S 24 DEG 52 MIN 00 SEC E OF POB TH N 24 DEG 52 MIN 00 SEC W TO POB TOG/W POR OF VAC S 11TH ST SUBJ TO EASE PICK-UP SEG K-P-2625 TP JW

Vicinity Map



B.Environmental Elements

1. Earth

a. General description of the site:

Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other:

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

The site topography is relatively flat with a less than 1% slope across the project site. Portions of the southern and western S-8 border along the waterway of parcel 8950001052 are mapped for steep slopes, greater than 40%, per the City of Tacoma's GIS maps (City of Tacoma 2024).

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.

The project area was filled to facilitate development at the port industrial area over several decades beginning in the 1880s. Soils at the property consists of crushed rock (dense, moist, fill), silty sand with gravel, dark brown to gray fine to medium sand, brown silty fine to course gravel with sand, dark brown silt with sand and organic matter (GeoEngineers, 2024). There is no agricultural land of long-term commercial significance on the Project site or in the immediate vicinity.

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

Edges of the parcel along the shoreline are shown as a seismic and landslide hazard by The City of Tacoma's GIS maps (City of Tacoma 2024). The geotechnical report found that there are liquefiable soils present on site and liquefaction induced settlement is anticipated from a seismic event. The geotechnical engineer recommends stone columns as part of the building foundations at a depth of 30 to 45 feet as an effective ground improvement method to limit settlements. The proposed new dock and shoreline abutment will require driven pile foundations. A final Geotechnical Report has been prepared as a part of this proposal.

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.

Approximately 12.5 acres of the site will be disturbed for excavation and grading of the shoreline, buildings, roadways, and parking areas. Subgrade cut and fill in the upland areas will generally be balanced on-site. Initial grading indicates totals of 4,000 CY cut and 12,000 CY fill of fill are to be expected in the upland. Shoreline grading totals include

a cut of 7,000 CY with approximately 1,000 CY of fill and 8,000 CY of rock and shoreline sediments. All non-slope protection fill will likely be sourced from on-site.

f. Could erosion occur because of clearing, construction, or use? If so, generally describe.

Erosion could occur during construction activities associated with soil amendments, grading, filling, and excavating. A Temporary Erosion and Sediment Control (TESC) Plan and a storm water pollution prevention plan complying with applicable regulatory requirements, including the Construction Stormwater General Permit, will be developed and implemented during construction to avoid or minimize potential erosion. In addition, conditions and best management practices (BMPs) of in-water work permits (Section 10 & 404 Permits, WQC, HPA, SSDP) will be implemented during in-water work including a water quality monitoring and protection plan.

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

There is approximately 371,000 SF (8.5 acres) of proposed impervious (asphalt, building, sidewalk, shoreline improvements, etc.) and 167,000 SF (3.8 acres) of proposed pervious (lawn, landscape, and bioretention). The combined parcel area is approximately 21 acres, resulting in 40% impervious coverage of the site.

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

During construction, conditions and BMPs of in-water work permits (Section 10 & 404 Permits, WQC, HPA, SSDP) will be implemented during in-water work including a water quality monitoring and protection plan (WQMPP). The site will have an Ecology construction stormwater general permit (CSGP) and site-specific storm water pollution prevention plan (SWPPP). A spill prevention control and countermeasure plan (SPCC Plan) will be prepared and implemented for the project. The TESC Plan and BMPs will be strictly maintained during construction and the requirements of the CSGP, SWPPP, and SPCC Plan will be implemented. TESC BMPs will include construction entrances, truck washes, check dams, interceptor swales, sediment ponds, catch basin socks, and silt curtains, as applicable. All permanent outfalls and potential sources of scouring and erosion due to runoff will be designed to minimize or eliminate erosion on-site. Stone columns will be included as part of the foundation design in accordance with the geotechnical engineer's recommendations to limit the potential for liquefaction-induced settlements.

2. Air

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 have the potential to create temporary dust emissions during earth-moving activities and greenhouse gas (GHG) exhaust emissions due to the combustion of gasoline and diesel fuels. Dust and exhaust emissions are expected to be

minimal, localized, and temporary. After construction, additional emissions to air are anticipated and associated with new vehicle, bus and truck trips to the site. The air emissions have not been quantified but are not anticipated to be significant.

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

There are no known off-site air emissions or odors that may impact the proposal.

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

All measures discussed in Section 1.h above will be implemented for erosion and dust control. Temporary erosion and sediment control (TESC) best management practices (BMPs) will be strictly maintained during construction and conform to Ecology's Construction Stormwater General Permit. BMPs such as water will be used to ensure dust does not leave the site during excavation and soil handling.

After construction, school buses will not be allowed to idle while parked in accordance with Port and Tacoma Public Schools District policy.

3. Water

a. Surface:

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.

The site is located within the Tacoma Tideflats area in Commencement

Bay, which is connected to Puget Sound. The site is bounded by the Thea Foss Waterway to the west and the Wheeler Osgood Waterway to the south.

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.

The existing shoreline bulkhead and two dock structures will be removed to allow for the proposed shoreline reconfiguration. These actions include relocating the segment of shoreline armoring that is within the Wheeler Osgood Waterway to along the Thea Foss Waterway where it is necessary to protect the upper intertidal area from erosion. Armoring along the Thea Foss Waterway will consist of riprap and quarry spall material. Shoreline reconfiguration within the Wheeler Osgood Waterway will consist of a soft shore approach. This will largely be accomplished through removal of the existing armoring and bulkheads, slope grading and the placement of habitat gravel mix and large woody debris. Once all the shoreline reconfiguration is complete, the shoreline buffer and selected intertidal areas will be planted with native vegetation. Dune, tidal, and marsh plantings will be utilized which consist of a mix of groundcover, shrubs and shade trees.

A new/replaced ramp and dock float structure is proposed along the Foss Waterway. The overwater structure will consist of a 200-foot long by 8.5-foot wide (1,700 SF) grated and composite decking float (60 percent functional grating over 50 percent of the float). Shoreline access to the float will be provided by a 100-foot long by 6.5-foot-wide aluminum gangway (650 SF, 100 percent grated). Eleven 24-inch epoxy coated steel piles will support the ramp and float structure. The existing piles will be removed.

A new 24" consolidated stormwater outfall will be added at the north end of the site along the Thea Foss Waterway, north of the ramp leading to the float. The outfall will be installed at an invert elevation of +4 ft. The toe of the outfall headwall will be positioned at approximately +3 ft. MLLW, within the existing riprap slope. The slope will be trenched to a maximum depth of 6 ft with a maximum width of 4 feet to accommodate placement of the 24-inch pipe. The single new consolidated and relocated outfall is intended to consolidate and streamline the existing drainage patterns within the Project site by conveying stormwater to a single relocated outfall. All natural drainage patterns will be maintained. While the project is flow control exempt, sheetflow has been implemented to the maximum extent feasible and permeable landscaping areas maximized across the site. All pollution generating impervious surfaces will be fully mitigated to Ecology and Port of Tacoma water quality standards through the use of bioretention and treatment vaults. The three existing outfall pipes (4 inches, 12 inches, and 6 inches) will be removed during the construction of the Project.

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.**

   No dredging is proposed as part of this project. Shoreline reconfiguration within the Wheeler Osgood Waterway will consist of a soft shore approach. This will largely be accomplished through removal of the existing armoring (relocated to the Thea Foss Waterway), debris, and bulkheads, slope grading and the placement of habitat gravel mix and large woody debris. Armoring along the Thea Foss Waterway will consist of 222 feet of riprap and quarry spall material. Once all the shoreline reconfiguration is complete, the shoreline buffer and selected intertidal areas will be planted with native vegetation. Dune, tidal, and marsh plantings will be utilized which consist of a mix of groundcover, shrubs and shade trees. . An approximate total of 5,000 CY of rock and shoreline habitat sediments will be placed below the Wheeler Osgood and Thea Foss OHWM. All rock will be sourced from local quarries, this could include from Snoqualmie Sand and Gravel, White River Aggregate, Calportland DuPont Pit, and several other sources.

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

   No, surface waters will not be withdrawn or diverted as a result of this proposal.

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

   Yes, a portion of the site perimeter is within a zone AE flood hazard area along the southern boundary of the Wheeler Osgood Waterway and in the southeast corner of parcel 8950001052, per Firm Panel 53053C0168E, effective 3/7/2017 and Tacoma DART Map (see image below).

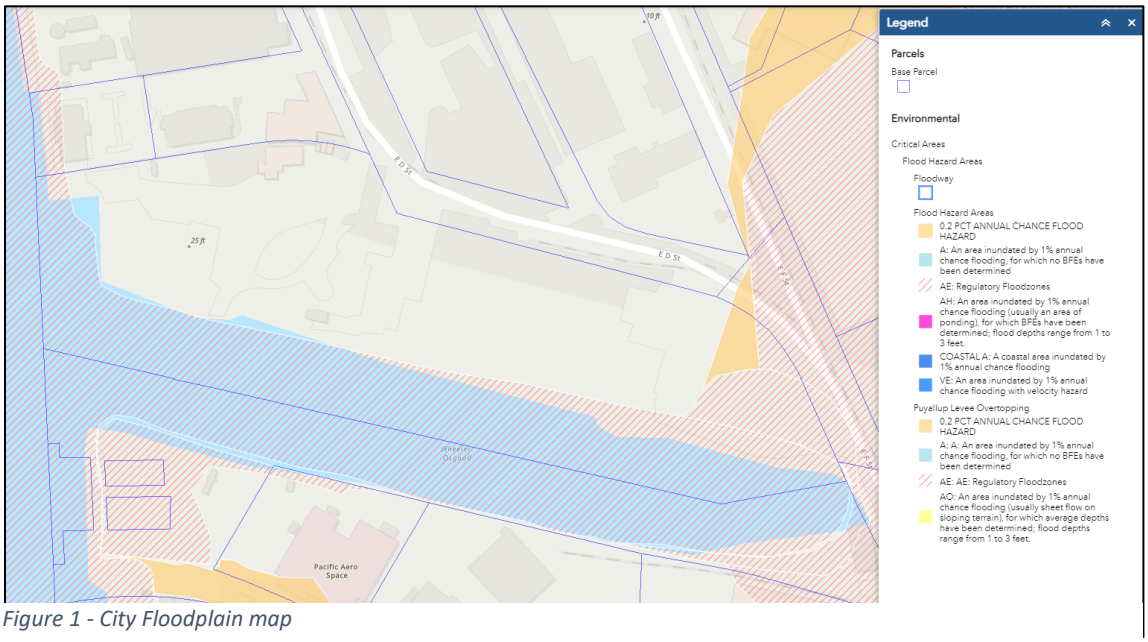


Figure 1 - City Floodplain map

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 proposal does not involve any discharges of waste materials to surface waters. There will be zero discharge from upland areas to either waterway until construction is complete and all permanent stormwater controls are installed.

b. Ground:

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 a general description, purpose, and approximate quantities if known.**

   Groundwater will not be withdrawn from a well for drinking water or other purposes. Water will be provided by the City of Tacoma. Water will not be discharged to groundwater.

   One unused, on-site water supply well will be decommissioned by a licensed driller in compliance with Washington wellhead protection requirements (Chapter 18.104 RCW).

It is possible that several of the deep utility manholes and catch basins will need dewatering during installation.

2. **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (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.**

   There will be no waste material discharged into the ground as a result of this proposal.

c. Water Runoff (including stormwater):

1. **Describe the source of runoff (including storm water) 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.**

   Stormwater currently primarily infiltrates onsite. Runoff during construction will be managed using stormwater management controls in accordance with the Ecology Construction Stormwater General Permit.

   The primary source of runoff from the developed site will be parking, roads, and buildings. Runoff from parking areas and roads will sheet flow or be collected and conveyed to bioretention facilities and treatment vaults close to the source of runoff. Outflow from these facilities, through a series of underdrains, will be piped to a single outfall in the Thea Foss Waterway. Contributing roof areas will be tightlined directly to the outfall conveyance system.

   A new 24" consolidated stormwater outfall will be added at the north end of the site along the Thea Foss Waterway, north of the ramp leading to the float. The outfall will be installed at an invert elevation of +4 ft. The toe of the outfall headwall will be positioned at approximately +3 ft. MLLW, within the existing riprap slope. The slope will be trenched to a maximum depth of 6 ft with a maximum width of 4 feet to accommodate placement of the 24-inch pipe. A layer of pipe bedding material (CSBC or similar) will be placed at the bottom of the trench, followed by the pipe, then an additional protective layer of bedding material. Total volume of CSBC or similar will be approximately 5 CY. The remainder of the trench will be backfilled with native shoreline material to existing grade or the proposed subgrade. Approximately 20 CY (200 SF) of quarry spall or similar material will be placed around the outfall to protect the shoreline from erosion due to stormwater flow and wave action. The single new consolidated and relocated outfall is intended to consolidate and streamline the existing drainage patterns within the Project site by conveying stormwater to a single relocated outfall. The three existing outfall pipes (4 inches, 12 inches, and 6 inches) will be removed during the construction of the Project.

2. **Could waste materials enter ground or surface waters? If so, generally describe.**

   It is unlikely that waste materials will enter ground or surface waters at the site, although there is a chance that a minor oil or fuel spill could occur during

construction. The contractor will be required to develop and implement BMPs to prevent and, if necessary, respond to any leaks or spills. This may include implementation of a spill prevention and control plan.

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

   The site is generally flat and all existing on-site runoff either infiltrates or discharges to the Wheeler Osgood Waterway. All natural drainage patterns will be maintained and a single outfall is proposed to replace and streamline multiple existing outfalls currently discharging to the Waterway.

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

All work will be performed in accordance with the requirements of Washington's Construction Stormwater General Permit, Stormwater Pollution Prevention Plan (SWPPP), and associated agreements applicable to new construction. The contractors will implement the SWPPP during construction of the Project. Implementation of BMPs as outlined in these plans will minimize the potential for releases to groundwater or surface water and will detail response actions to be undertaken should a spill or discharge occur. A spill prevention control and countermeasure plan (SPCC Plan) will be prepared and implemented for the project. TESC BMPs will be strictly maintained during construction and the requirements of the CSGP, SWPPP, and SPCC Plan will be implemented.

4. Plants

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

☒ **deciduous tree: alder, maple, aspen, other**

☐ **evergreen tree: fir, cedar, pine, other**

☒ **shrubs**

☒ **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**

☐ **other types of vegetation**

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

The limited amount of vegetation that exists is the result of overgrowth of land vacated

by previous industrial uses. The site is primarily paved, gravel, or covered by a small structure.

Vegetation within the developed portion of the site is primarily limited to patches of grass and weedy herbaceous vegetation or non-native invasive shrubs. Existing vegetation will largely be removed as a result of this proposal.

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

There are no known threatened or endangered plant species known to be on or near the project site.

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

A Landscape Plan has been prepared as a part of the proposal. New plantings will be provided along the property perimeter, within the parking lots, and around the buildings as required by Tacoma Municipal Code. New native plantings will be placed within the shoreline and marine buffer to enhance shoreline aesthetics and habitat.

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

Dominant non-native species present on the site include butterfly bush (Buddleja davidii), Himalayan blackberry (Rubus armeniacus), Scotch broom (Cytisus scoparius), and English ivy (Hedera helix).

5. Animals

List any birds and other animals that have been observed on or near the site or are known to be on or near the site.

Examples include:

- **Birds: hawk, heron, eagle, songbirds, other: waterfowl**
- **Mammals: deer, bear, elk, beaver, other: rabbits and other small mammals**
- **Fish: bass, salmon, trout, herring, shellfish, other:**

a. List any threatened and endangered species known to be on or near the site.

Per the submitted JARPA, the following threatened or endangered species are known to be within the waterways near the site. However, the location of the work on highly developed waterways and the use of proper BMPs (further described in Section 8a of the JARPA) make it extremely unlikely that any of the above species or their habitats will be affected by the proposed work. Rather, the completed project is anticipated to result in improved habitat conditions for these species.

Puget Sound Chinook salmon (Oncorhynchus tshawytscha – threatened)

Coastal-Puget Sound bull trout (Salvelinus confluentus – threatened)

Puget Sound steelhead trout (Oncorhynchus mykiss – threatened)

Bocaccio (Sebastes paucispinis – endangered)

Yelloweye Rockfish (S. ruberrimus – threatened)

Southern Resident Killer Whale (Orcinus orca – endangered)

Humpback Whale (Megaptera novaeangliae – endangered/threatened)

Marbled Murrelet (Brachyramphus marmoratus – threatened)

b. Is the site part of a migration route? If so, explain.

The project site is located within the Pacific Flyway, a bird migration route.

c. Proposed measures to preserve or enhance wildlife, if any.

A Habitat Management Plan has been prepared which includes a Shoreline Mitigation and Buffer Enhancement Plan. The project will be preserving and enhancing the shoreline buffer to provide improved shoreline buffer function and wildlife habitat. The existing shoreline is largely devoid of vegetation and consists of bulkheads and near vertical slopes.

Enhancement will largely be accomplished through removal of the existing armoring and bulkheads, slope grading and the placement of habitat gravel mix and large woody debris. Once all the shoreline reconfiguration is complete, the shoreline buffer and selected intertidal areas will be planted with native vegetation. Dune, tidal, and marsh plantings will be utilized which consist of a mix of groundcover, shrubs and shade trees.

d. List any invasive animal species known to be on or near the site.

There are no known invasive animal species on or near the property.

6. Energy and natural resources

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.

The project will require electricity for all energy needs related to the site improvements and the daily operations of the Port Business Center and Maritime|253, including lighting and heating.

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

No, the proposal will not impact the use of solar energy by adjacent properties.

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.

The design will implement energy conservation measures as required by the Washington State Energy Code 2021 including but not limited to the following:

- Lighting Controls: Occupancy sensor controls, daylight responsive controls, user controlled manual dimming.

- Controlled Receptacles: 50% of receptacles in spaces such as classrooms, offices, conference rooms will be controllable either via timeclock or occupancy.
- Renewable Energy: Both buildings will have a photovoltaic power generation system, system sizes to be determined.
- HVAC: Heating and cooling will be provided using heat pump technology on both buildings. Dedicated Outside Air Systems with high efficiency heat recovery will provide ventilation air to both buildings.
- Plumbing: Heat pump water heaters will provide domestic hot water for the Maritime|253.
- Controls: A full Building Automation System (BAS) will be provided for both buildings to control the mechanical system and provide energy metering.

7. Environmental health

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

1. Describe any known or possible contamination at the site from present or past uses.

A Soil Contamination Study was prepared by Anchor QEA, dated February 2024 for the Parcel 94 Property. A Hazardous Materials Survey for the existing structure will be completed prior to demolition.

The presence of localized soil and groundwater contamination was identified at the site during soil and groundwater testing activities implemented by the Port of Tacoma under an Ecology-approved investigation work plan. The Port of Tacoma Parcel 94 Interim Soil Cleanup Project proposal is currently in the permit approval process with cleanup associated with the existing contaminated soils on the site anticipated to be complete by early Fall 2024.

The soil contamination was generated by previous uses on the site that are no longer existing, including historic plywood and lumber production and storage, door and sash manufacturing, and steel fabrication. Soil contaminants were found to be present in surface and shallow subsurface soils in localized areas of the site and include the following:

- Gasoline and diesel/oil-range petroleum hydrocarbons
- Elevated heavy metals concentrations of antimony, arsenic, cadmium, copper, lead, and zinc
- Carcinogenic polycyclic aromatic hydrocarbons
- Dioxin/furans
- Polychlorinated biphenyls (PCBs)

Some groundwater contamination (with petroleum hydrocarbons and arsenic) was also identified in localized areas of the site. These areas are to be cleaned up and long-term monitoring actions to be performed by the Port following completion of the Port of Tacoma Parcel 94 Interim Soil Cleanup Project in the late summer/early fall of 2024. All site cleanup will be addressed and approved by Department of Ecology prior to construction and development of this proposal.

Per the Department of Ecology "What's in My Neighborhood: Toxic's Cleanup" map, there are 13 sites within 0.25 miles of the project site at different stages of cleanup, including the following:

Site Name	Cleanup Site ID	Cleanup Status
COLONIAL FRUIT & PRODUCE	7519	No Further Action
East F Street Substation	13036	Awaiting Cleanup
GULF MARINE INC	12316	No Further Action
Heavy Duty Shop	126	No Further Action
JM Martinac Shipbuilding Corp	144	Cleanup Started
OLYMPIC CHEMICAL CORP	2458	Cleanup Started
Petrich Marine Dock	3980	No Further Action
Supervalu Northwest Region	9315	Cleanup Started
TACOMA CITY FIRE STATION 6	6605	No Further Action
Union Pacific Railroad St Paul Ave	14661	Cleanup Started
Western Machine Works	10335	Cleanup Started
Wheeler Osgood Maritime Center	17005	Awaiting Cleanup
WOODWORTH TRUCK YARD	7894	No Further Action

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.

The Port of Tacoma Parcel 94 Interim Soil Cleanup Project proposal will complete environmental cleanup prior to the start of construction for this proposal. There is a Hazardous Liquid Pipeline located adjacent to the northeast corner of parcel 8950001100 (see below). The pipeline does not fall within the project site.

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.**

   There may be toxic or hazardous chemicals stored onsite that are related to property maintenance and the unique school curriculum. No other toxic or hazardous chemicals will be used for the project.

4. **Describe special emergency services that might be required.**

   No additional special emergency services will be required other than those normally provided such as police, emergency medical, and fire protection.

5. **Proposed measures to reduce or control environmental health hazards, if any.**

   The Port of Tacoma Parcel 94 Interim Soil Cleanup Project proposal will complete environmental cleanup prior to the start of construction for this proposal.

   All construction activities will be conducted in accordance with a site health and safety plan and under the direction of a health and safety supervisor. A Hazardous Materials Survey will be completed prior to demolition of the existing structure and its recommendations followed for the safe handling of hazardous materials that may be found. Any soils contaminated by spills would be excavated and disposed of in a manner consistent with the level of contamination and in accordance with federal, state, and local regulatory requirements. BMPs will be implemented throughout the duration of the Project to avoid or control environmental health hazards, including a spill prevention and control plan on site during construction.

b. Noise

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

   The project site is located in an industrial area and has noise levels typical of industrial uses. Additionally, a railroad spur bisects the property and is used an average of three or four times per week. An Acoustical Design Plan, prepared by Tenor dated February 29, 2024 found that existing noise was generated from sources included truck noises and train horns. Surrounding noise is not anticipated to impact the project.

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)?**

   Short-term increases in noise may occur during construction, primarily from the use of heavy equipment such as pile drivers, excavators and dump trucks. Noise associated with the final project will be from traffic, public use of the plaza and Thea Foss esplanade, and noise typical of office and school uses. The property is in an industrial area and therefore noise levels are not anticipated to impact nearby properties.

3. **Proposed measures to reduce or control noise impacts, if any:**

   Construction and operational noise will comply with the City of Tacoma's noise ordinance in Tacoma Municipal Code Title 8. Construction will occur during daylight hours and primarily weekdays; however, work during nighttime hours or weekends may be required, depending on schedule constraints. Although nighttime or weekend work is not currently anticipated, appropriate coordination with the City of Tacoma would occur prior to these off-hour construction activities.

8. Land and shoreline use

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.**

   The site is mostly vacant except for a 2,300 square foot office building and marine infrastructure. A portion of the property is used by Port tenants for storage of trailers and vehicles. Post contact, the parcels have historically been occupied by a variety of industrial uses, storage, and manufacturing activities. The proposal is located in a largely industrialized area and is not anticipated to affect nearby or adjacent properties.

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 because 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 nonforest use?**

   The project site has not been used as working farmland or forest lands.

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?**

   The proposal will not impact working farm or forest land, as there is no working farm or forest land surrounding the project site.

c. Describe any structures on the site.

The existing site includes an approximately 2,300 square foot office building and marine infrastructure including a timber pier, a 275-foot concrete float, and a 60-foot aluminum gangway.

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

The existing structures are proposed to be removed.

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

Parcel 8950001052 is primarily designated as Downtown Waterfront (S-8) 200 feet landward above the OHWM and Marine Waters of the State (S-13) for the portions below the OHWM. The northern 1/4 portion of parcel 8950001052 is zoned M-2 (Heavy Industrial) and the northeastern corner is zoned PMI (Port Maritime and Industrial). A majority of parcel 0320041040 is zoned M2 with a small portion in the southeast corner zoned PMI. Parcel 8950001100 and 8950001110 are zoned M2.

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

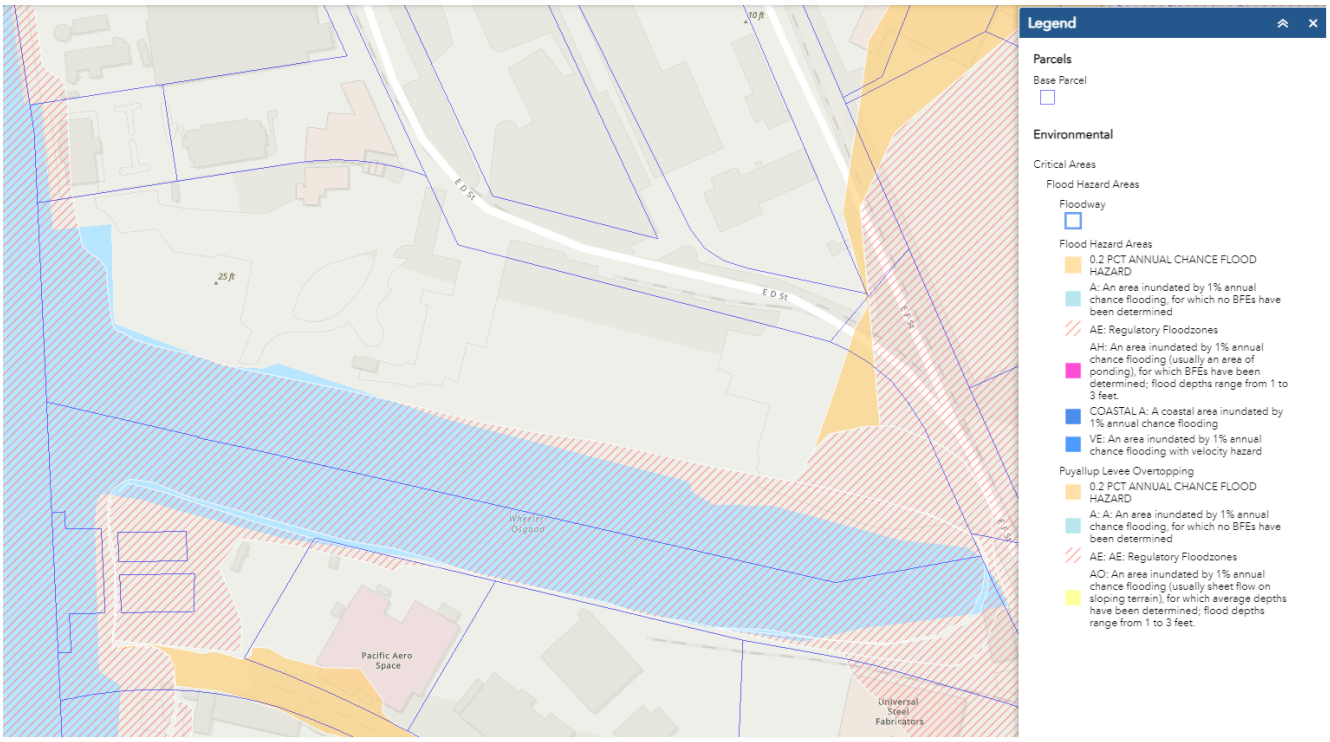
The majority of parcel 8950001052 is designated Shoreline. All other portions of the project site are designated Heavy Industrial.

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

Downtown Waterfront (S-8) from the OHWM landward, Aquatic (S-13) from the OHWM (S-8) border, waterward towards the southern parcel boundary.

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

There is a zone AE flood hazard area along the southern boundary of the parcel along the Wheeler Osgood Waterway and in the southeast portion of the parcel, per Firm Panel 53053C0168E, effective 3/7/2017 and the Tacoma DART Map (shown below). Portions of the southern and western S-8 border along the waterway of parcel 8950001052 are mapped for steep slopes, greater than 40%. There are small portions mapped for steep slopes, 15-25% on parcel 8950001052, and in the northern portion of parcel 0320041040. Additionally, edges of the parcel along the shoreline are shown as a seismic and landslide hazard by The City of Tacoma's GIS maps (City of Tacoma 2024).



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

Maritime|253 will be designed to accommodate up to 300 students per program (two half day programs) with approximately 20 staff. The Port Business Center will accommodate approximately 160 employees.

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

The proposal will not result in displacement.

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

None proposed, as the proposal will not result in displacement.

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

Both proposed uses are water oriented (specifically water-related) and are permitted uses within the S-8 shoreline designation. The proposal is in compliance with the requirements and intent of the Tacoma SMP, Thea Foss Design Guidelines, TMC Title 13 and all other applicable plans.

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

The proposal will not impact any agricultural or forest lands of long-term commercial significance.

9. Housing

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

The proposal does not include any housing.

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

No housing will be eliminated, as there is no housing on the existing site.

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

None proposed, as housing impacts will not result from the proposal.

10. Aesthetics

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

The Port Business Center is a three-story building with a height of approximately 53 feet at the highest point. Maritime|253 is a two story with a height of approximately 38 feet at its highest point. See details on the proposed exterior materials below in section 10(c).

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

A View Impact Analysis was prepared as a part of this proposal to evaluate potential impacts to views of Mount Rainier that the proposal may have to nearby residential properties. The View Impact Analysis determined that views to Mount Rainier will not be obstructed by the development of this proposal. The view of the property will change from a vacant/storage site to a site that is developed and landscaped in accordance with City design standards. The architectural details include expanses of glass and sloping elongated lines reminiscent of ship architecture.

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

No aesthetic impacts are anticipated, in fact aesthetics will be enhanced by the development of the site. The Port Business Center will incorporate generous expanses of glass along the southern and western facades, maximizing panoramic views of Mount Rainier, the surrounding waterways, and downtown. Maritime|253 will be designed as a companion building to the Port business office building with similar architectural forms and detailing. The Port Business Center will be characterized by a strong sculptural form similar to a ship. The Maritime|253 will include elongated sloping lines and punched windows paired with accent materials that are similar to ship architecture and evoke the ribbon like design often seen on ships. The two buildings will be compatible with each other as well as the surrounding context of the waterways. The views of the shoreline will be aesthetically improved by the shoreline improvements, including vegetating the 25- to 50-foot marine buffer with native shoreline plantings.

11. Light and glare

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

Proposed lighting includes exterior building lighting, parking lot lighting, and pedestrian-scale lighting associated with the public Thea Foss esplanade and other public areas. Lighting would occur mainly in the evening until early morning. A photometric analysis has been prepared for this project.

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

The light or glare that would be produced from the project is not anticipated to interfere with any views or pose a safety hazard. An Electrical Site Plan and Photometrics Plan has been prepared and demonstrates that light spill outside the property will be controlled and minimized to the greatest extent possible. All light fixtures will be shielded and downcast to minimize light or glare impacts to adjacent properties or the night sky.

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

No existing off-site sources of light or glare are anticipated to affect the proposal.

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

LED light fixtures will be used and all fixtures will be shielded and directed downward.

12. Recreation

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

Thea Foss Waterway is designated as a mixed-use zone which incorporates an assortment of private and public uses. The shoreline on the east side of the Thea Foss Waterway, immediately near the Project area is largely developed and designated for mix of water-oriented commercial, industrial, and office uses which limits recreational use. On the west side of Thea Foss Waterway public access to water-related recreational opportunities are readily available, including parks, an esplanade/public walkway and public access/view corridors along the waterfront walkways, as well as public and private boat docks. The Thea Foss Waterway also provides access to recreational fishing in Puget Sound and Commencement Bay.

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

The project will not displace any existing recreational uses. The proposal includes a public 15-foot-wide Thea Foss esplanade along the waterway with beach access and access to a public dock. Additionally, the proposal includes the development of a public plaza.

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

None proposed, as the proposal includes the addition of recreational opportunities (esplanade, beach access, floating dock) along the Thea Foss and Wheeler-Osgood Waterways.

13. Historic and cultural preservation

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.

According to files maintained by the Department of Archaeology and Historic Preservation (DAHP) in the WISAARD information portal, no recorded historic buildings, structures, or sites are within the project site.

Two prior cultural resources investigations were completed within the vicinity of the project. These include those by Berger and Hartmann (2010; NADB: 1354365) and Becker (2006; NADB 1348245). These and other prior investigations in the vicinity did not identify historic properties within the project site.

Cultural resource investigations were conducted during environmental and archaeological testing in 2023 and 2024 and documented in a report dated March 18, 2024 has been prepared as a part of this proposal.

These consisted of monitoring 6-inch borings, monitoring geotechnical test pits, and review of historic information about the site area. Two archaeological sites were identified, which both contained debris associated with early 20th century buildings that were previously demolished. The Report recommended that the sites do not contain or have potential to contain significant historic archaeological deposits. Both sites were determined not of archaeological interest and classified as historic archaeological resources.

Pending DAHP review concurrence, it is anticipated that DAHP-issued archaeological excavation and removal permits will not be needed at either of the sites.

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 project is within an area of very high cultural significance to the Puyallup Tribe of Indians (Puyallup Tribe). The Wheeler-Osgood Waterway is an important landmark; prior to railroad development, the Puyallup River discharged into Commencement Bay through a south fork that within this waterway. This information is detailed in cultural resources reports.

No apparent pre-contact cultural or archaeological resources were identified during onsite cultural resource investigations (Adams and Fitzpow 2024). The proposed Project excludes any ground disturbing work in the southeastern corner of Parcel 94.

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.

All activities within the project area are of interest to the Puyallup Tribe and the Port is committed to maintaining consultation as project planning progresses. Discussions with the Puyallup Tribe regarding the future of the site indicated that an intensive archaeological survey would be needed. The investigations documented by Adams and Fitzpow (2024) are a result of the input provided. These reports have been submitted to DAHP.

Additionally, Washington Information System for Architectural and Archaeological Records Data (WISAARD) online database was used to assess potential impacts to cultural and historic resources on and near the project site.

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 Boot" Property area (southeastern portion of Parcel 8950001052) is not included as a part of this proposal. A Cultural Resource Report was prepared by Willamette Cultural Resources Associates, LTD. dated March 18, 2024. An Archaeological Inadvertent Discovery Plan has been prepared for the proposal that will outline archaeological monitoring requirements and the procedures to follow should any cultural resources be discovered during construction. Coordination and consultation with the Puyallup Tribe will occur throughout project construction.
All ground disturbances will be monitored for cultural resources by a qualified archaeologist. The project schedule for ground disturbances will be communicated to the Puyallup Tribe's Historic Department (PTOI-HD) with an invitation to observe the work. In addition, project personnel will observe the work for cultural resources and will implement this inadvertent discovery plan (IDP) should any cultural resources be observed. The IDP will be provided to the contractor and available onsite.

14. Transportation

A Transportation Technical Report (Heffron Transportation, Inc., April 2024) has been prepared for the proposed project and the results of the report are summarized in this section. For further details refer to the Transportation Technical Report.

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.

The proposed project location is on Port-owned property on the east side of the Thea Foss Waterway in Tacoma. The project site consists of four parcels bounded by E 11th

Place to the north, E 'F' Street and BNSF Railway property to the east, the Wheeler Osgood Waterway to the south, and private parcels and the Thea Foss Waterway to the west. Primary access to the existing project site is provided from a shared access driveway on the western edge of the site opposite E 'D' Street. This driveway is the vacated segment of E 'D' Street south of 11th Place E and also provides access to three other parcels northwest of the site. There are six additional curb-cuts along 11th Place E that appear to have provided historical vehicle access to the project parcels, although all are currently gated or fenced. There is also a gated access driveway to the northeastern parcel located on E 'F' Street.

The project proposes to eliminate all existing curb cuts and consolidate access to one driveway on the south side of E 11th Place located between E 'D' Street and E 'E' Street.

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?

The project site is not directly served by public transit; however, the Commerce Street Station Transit Center is located about 0.6-mile to the west on Commerce Street between S 9th and 11th Streets. Commerce Street Station and the immediate vicinity along S 11th Street and Pacific Avenue are served by the Pierce Transit (PT) and Sound Transit (ST) routes in Table 3 of the referenced Transportation Technical Report.

School bus transportation is expected to be provided with buses operated by participating school districts typically transporting students between the site and one or more designated high school sites within each district.

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).

The project would make frontage, accessibility, and curb ramp improvements along E 11th Place as required by the City of Tacoma.

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 would not use or occur in the immediate vicinity of air transportation and would not use rail transportation. However, the project site is located adjacent to the Thea Foss Waterway to the west and the adjoining Wheeler-Osgood Waterway to the south. The Port routinely uses its marine vessels for water transportation as part of its operations and security services. The site is currently bisected by a railroad spur track that serves industrial uses located at the north end of the peninsula. The rail spur, which is on Port property, originates in the BNSF Railway's 'D' Street Yard located south of E 15th Street, and extends to the north end of the peninsula along the west side of E 'D' Street. This spur crosses E 15th Street, E 11th Street, and many driveways at grade. BNSF operates all switching and delivery on this spur.

Prior study of this spur's operations performed by the Port and its engineering consultant (KPFF) determined that the primary customers are the several fuel supply

companies located at the north end of the peninsula. While those companies receive most of their oil products through the Olympic Pipeline, specialty mixes or lubricants are transported by rail car. The line is used to haul two to three-car segments three or four times per week. BNSF is currently in negotiations with businesses located north of the site that could increase rail volume and frequency on this track, and which could add rail movements to the morning peak period.

Because the spur is a dead-end without turnaround facilities, the tank cars are typically "pushed" north, which requires a flagger-with-radio to be stationed on the leading end of the segment when the engine is pushing from behind. After completing the movement to the north end of the peninsula, the cars are then "pulled" south back to the 'D' Street Yard. The train crew is required to sound the horn in advance of all at-grade crossings.

The proposed project would locate parking and passenger load/unload facilities (for automobiles and school buses) on the northeast side of the spur tracks with the two proposed buildings, a small portion of Port Business Center parking, and service access on the southwest side of spur tracks. The project would formalize one at-grade railroad crossing for limited vehicular access and most pedestrian/non-motorized access between the buildings and the parking, load/unload areas, and off-site non-motorized facilities. A second gated at-grade crossing is proposed for emergency access and occasional deliveries and service vehicles. Tacoma Public Schools, and project team are coordinating with the BNSF Railway to develop railroad track and safety enhancements for the two proposed at-grade crossings. The public access crossing is anticipated to be equipped with train actuated signalized gates, active pedestrian crossing treatments, track fencing, and train gates.

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 nonpassenger vehicles). What data or transportation models were used to make these estimates?

Trip generation estimates for the proposed Port Maritime Center were calculated using equations based on the expected number of employees (up to 160) published for Government Office Building (Land Use 730) in the Institute of Transportation Engineers' [ITE] *Trip Generation Manual*. ITE's *Trip Generation Manual* does not include rates or equations that exactly match the type of facility proposed as Maritime | 253. Therefore, trip generation estimates for this component of the project were derived using rates determined from counts conducted at the existing Pierce County Skills Center (PCSC) in December 2022. The PCSC is very similar in size and operation to that proposed by the TPS in Tacoma.

The proposed Port Maritime Center is forecast to generate up to 2,360 vehicle trips per day (1,180 in, 1,180 out). Peak volumes are expected to occur during the morning (one hour between 7:00 and 9:00 A.M.) when students would arrive for the school's first session and when Port employees and some visitors would arrive at the Port Business Center. A mid-morning peak hour is also anticipated between 10:45 and 11:45 A.M. when arrivals for the school's second session would occur along with typical midday

trips generated by the Port Business Center. Lower volumes of traffic are anticipated during the school's dismissal periods (9:45 to 10:45 A.M. for the first session and 1:15 to 2:15 for the second session). The first and second session are planned to be staggered to limit overlap in parking and access needs.

The applicant estimates that the proposed Maritime|253 would be served by up to eight school buses at a time for the two daily class sessions. Other truck trips expected to serve both buildings would include deliveries of food and supplies (both office supplies and class supplies), trash and recycling pick-up, and occasional maintenance. Based on truck-trip generation rates and equations for office buildings combined with the estimated school bus and delivery estimates described for the school component, trucks and buses are likely to represent between 4% and 5% of the total daily traffic generated by the site.

For more information about the anticipated school traffic generation, refer to the *Transportation Technical Report* (Heffron Transportation, Inc., April 2024).

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.

The proposal is not anticipated to interfere with the movement of agricultural or forest products on streets in the area.

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

The additional peak hour trips expected to be generated by the proposed project are expected to add negligible delay (less than six seconds) to the study area intersections. Both signalized study-area intersections are forecast to remain operating at LOS C or better during all three analysis periods, which is an acceptable level of service in the City of Tacoma. The unsignalized intersections are all forecast to operate at LOS A overall in the future with the proposed project with all movements operating at LOS B or better during all three analysis periods.

The site access driveway is also forecast to operate at LOS A overall with all movements operating at LOS A with the project during all three analysis hours.

Based on the above analysis results, no off-site roadway or intersection improvements would be required. However, the project would make frontage improvements along E 11th Place as required by the City of Tacoma. In addition, the following measures are also incorporated into the project proposal.

A. **On-site Railroad Spur Crossing Improvements** – TPS, Port, and the project team would continue to coordinate with the BNSF Railway to define, design, and implement approved safety improvements for the two proposed at-grade crossings. Those safety improvements would address vehicular and non-motorized modes as well as emergency and service access.
B. **Transportation and Access Management Plan (TAMP)** – TPS and Maritime | 253 administration would prepare a TAMP to communicate key transportation and access directives to employees, students, and their families. The TAMP

would provide information about school bus and public transportation options for accessing the site. It would include recommended non-motorized access route maps between the site and the Commerce Street Station Transit Center. It would provide specific instructions about student and family vehicle access to parking and passenger load/unload areas. It would provide details about the railroad spur crossing and its safety elements as well as instructions for using crossing. The TAMP should also provide instructions for attendance and parking for school events. TPS and Port should coordinate event schedules to ensure that large events (those requiring shared use of all on-site parking facilities) are not scheduled at both facilities concurrently.

With the above measures incorporated into the proposal, the project would not result in significant adverse impacts to transportation facilities or operations.

15. Public services

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.

The project will accommodate up to 300 students per program (two half day programs) and approximately 20 staff for the Maritime|253 and 160 employees for the Port Business Center. Therefore, the proposal will require an increased need for fire protection, police protection, and other emergency services in this area.

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

Site access and building construction will be designed to meet the requirements of the International Fire Code. Fencing will be installed to control site security where possible. The use of school buses will minimize to some extent the use of public transit.

16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:

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.

Electricity: Tacoma Public Utilities
Water: Tacoma Public Utilities
Sewer: Tacoma Wastewater Management
Refuse: City of Tacoma Solid Waste Management
Telephone/Cable: Comcast or Rainier Connect

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.

Stan Ryter

Stanley Ryter Jun 21, 2024

Senior Engineering Project Manager
Port of Tacoma