



May 31, 2019

Peter Huffman
Planning and Development Services Department
City of Tacoma
747 Market Street, Suite 345
Tacoma, WA 98402

RE: Application – Addendum to the Point Ruston Final Supplemental Environmental Impact Statement (“FSEIS”)
Pre-Application Meeting No. PRE19-0072
Original Approval No. SEP2007-40000090529 / Prior Addendum No. SEP2015-40000239477

Dear Peter:

An Addendum (the “**Addendum**”) to the Final Supplemental Environmental Impact Statement to the Asarco Smelter Site Master Development Plan Final EIS (the “**FSEIS**”) is hereby provided by Point Ruston LLC (“**Point Ruston**”) to the City of Tacoma in follow up to Point Ruston’s letter of January 28, 2019.¹ The City of Tacoma is the lead agency under SEPA for the Point Ruston project, as described in the FSEIS (the “**Project**”), and thus for this Addendum. This Addendum is provided in the form of the attached SEPA Checklist, and provides additional information and analysis of the Project, particularly related to transportation mitigation. Furthermore, the Addendum is being provided in the form of the City’s SEPA Checklist as evidence that while the underlying Project has changed since issuance of the FSEIS in 2008, such changes do not substantially change the analysis of significant impacts and alternatives arising under the FSEIS related to the Project.

The Addendum incorporates recommendations from the City of Tacoma, gathered during multiple preliminary application meetings and approved scoping documents. Particularly, the transportation section of the Addendum incorporates updated transportation information based on the best traffic engineering available, which has been accepted by the City.² The Addendum re-assesses the Project’s potential transportation impacts given current traffic conditions and other applicable factors. Review of estimated traffic generation and background traffic conditions related to the Project indicate that no new adverse environmental impacts are anticipated, and that some impacts previously projected under the FSEIS are now not anticipated to occur. Accordingly, the recommendations of the Transportation Technical Report, prepared by Heffron Transportation, Inc. and forthcoming under separate cover, the current FSEIS transportation mitigation improvement schedule should be revised with the elimination of arbitrary trip threshold triggers and replaced with a monitoring program for the remainder of the Project’s development. This action would avoid the adverse consequences of requiring the completion of work that (i) is not needed to mitigate impacts; (ii) does not provide a public benefit and potentially causes harm to the public; (iii) may include improvements no longer desired by the City, and/or; (iv) does not support the “Envision Our Waterfront”, a vision for the Tacoma waterfront and action plan for Ruston Way, prepared by Metro Parks Tacoma and City of Tacoma within the Ruston Way transportation sub-area. As an outcome to this Addendum process Point Ruston desires to cooperate with the other sub-area stakeholders (City of Tacoma, Metro Parks Tacoma, City of Ruston, Washington State Department of Transportation, Pierce Transit, etc.) towards implementing a shared vision for the Ruston Way transportation sub-area while the transportation mitigation monitoring program is ongoing.

¹ January 28, 2019, letter to Peter Huffman regarding Planned Submittal of an Addendum to Point Ruston FSEIS

² November 20, 2018, emailed acceptance from Brennan Kidd, City of Tacoma Transportation Engineer, of the Point Ruston Technical Memorandum regarding 2017 Trip Generation Counts with Refined & Calibrated Model, dated November 20, 2018.

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Thank you for your review of this Addendum, we look forward to working with the City through this process and continuing a coordinated and systematic approach to completing the Project. Should you have any questions or concerns with the information outlined in this letter, please do not hesitate to contact me at mattc@pointruston.com.

Sincerely,



Matt Cyr

Planning Manager

cc: Loren Cohen, Point Ruston, LLC
Robert Fredrick, Abernethy Road Group, LLC
Bill Lynn, Gordon Thomas Honeywell LLP
Tod McBryan, Heffron Transportation, Inc.

Attachments: As noted

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [\[HELP\]](#)

1. Name of proposed project, if applicable:

Point Ruston Master Development Plan (the "Project")

2. Name of applicant:

Point Ruston, LLC

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

**Owner/Applicant: Point Ruston, LLC
5219 North Shirley Street, Suite #100
Ruston, WA 98407
(253) 752-2185**

4. Date checklist prepared:

May 31, 2019

5. Agency requesting checklist:

City of Tacoma, as SEPA lead agency for the Project.

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

The Point Ruston Master Development Plan has been in phased development since 2008.

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

Project sites within the overall Point Ruston Master Development Plan and associated off-site improvements continue to be developed in phases, as market conditions allow.

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

The following information is a summary of significant information which has previously been prepared for the overall Point Ruston Master Plan development and/or site. Please note that this list is not exhaustive of the information prepared to date for the Project.

- **Master Development Plan, Final Environmental Impact Statement for the Asarco Smelter Site – October 1997**
- **Master Development Plan, Draft Environmental Impact Statement for the Asarco Smelter Site – May 1997**
- **Draft Supplemental Environmental Impact Statement for Point Ruston – January 2008 (DSEIS) (Appendix A)**
- **Final Supplemental Environmental Impact Statement for Point Ruston – March 2008 (FSEIS) (Appendix B)**
- **City of Tacoma SEPA File No. SEP2015-40000239477 (Appendix C)**
- **EPA – Point Ruston Remediation Design, Grade, and Cap Site – May 2008**
- **EPA – Point Ruston Development and Occupancy Plan – April 2013**

- EPA – Point Ruston Temporary Impermeable Cap and Site Wide Storm Water Construction Management Plan – April 2013
- Shoreline Substantial Development Permit File No. SHR2008-40000113454a
- One year extension to Shoreline Substantial Development Permit File No. SHR2008-40000113454a
- Ruston: Shoreline Substantial Development Permit Ordinance 1275
- Shoreline Substantial Development Permit File No. LU16-0184
- Shoreline Substantial Development Permit File No. LU18-0080
- EPA - Volume I of the Operation, Maintenance and Monitoring Plan (OMMP) for Smelter Site Cap, Slag Peninsula Cap Shoreline Armoring, and Utilities. Prepared June 2013. Revised March 2019.
- EPA - Sediment Cap Operation, Maintenance, and Monitoring Plan. August 2015.
- EPA - 2015 Point Ruston Annual Operation, Maintenance, and Monitoring Report. March 2016. Revised June 2016.
- EPA - 2016 Point Ruston Annual Operation, Maintenance, and Monitoring Report. March 2017.
- EPA - 2017 Point Ruston Annual Operation, Maintenance, and Monitoring Report. March 2018.
- EPA - 2018 Point Ruston Annual Operation, Maintenance, and Monitoring Report. March 2019.
- EPA - Operation, Maintenance, and Monitoring Plan, Tacoma Smelter On-Site Containment Facility (OCF). January 2007.
- EPA - General Construction Management Plan. July 2009.
- EPA - Record of Decision (ROD), Commencement Bay Nearshore/Tideflats Superfund Site, Operable Unit 02, Asarco Tacoma Smelter Facility, Ruston and Tacoma, Washington. 2000.
- EPA - Final Statement of Work (SOW) for the Commencement Bay Nearshore/Tideflats Superfund Site Operable Unit 02. 2005
- Final Statement of Work (SOW) for the Commencement Bay Nearshore/Tideflats Superfund Site Operable Unit 06. 2006.
- EPA - Final Construction Report Waterwalk Phase - Waterwalk Construction Management Plan (CMP) Remedial Action, September 2013.
- EPA - Point Ruston Final Construction Report for Peninsula Park Remedial Action. March 2014.
- EPA - Point Ruston Final Construction Report for Phase I Remedial Action. July 2013.
- EPA - Point Ruston Final Construction Report for Phase 3 Remedial Action. Volume I – Parcel H Smelter Site Cap. April 2018.
- EPA - Point Ruston Final Construction Report for Phase 3 Remedial Action. Volume II – Lot 5 Smelter Site Cap. September 2018.

- EPA - Point Ruston Final Construction Report for Phase 3 Remedial Action. Volume III – Parcel J Smelter Site Cap. September 2018.
- EPA - Point Ruston Final Construction Report for Phase 2 Remedial Action. Volume II – Lot 2 Smelter Site Cap. November 2015.
- EPA - Point Ruston Final Construction Report for Phase 2 Remedial Action. Volume III – Tract 4 and 5 Smelter Site Cap. March 2018.
- EPA - Point Ruston Final Construction Report for Phase 2 Remedial Action. Volume IV – Parcel D (Building 8) Smelter Site Cap. July 2018.
- EPA - Point Ruston Construction Management Plan - Phase 4 Remedial Action. . May 2018.
- Technical Memorandum: Building 3A & 3B Additions – Trip Generation Analysis prepared by Heffron Transportation, Inc.
- City of Tacoma approved Technical Memorandum: 2017 Trip Generation Counts with Refined & Calibrated Model prepared by Heffron Transportation, Inc. (Appendix E)
- Technical Memorandum-Draft: Phase 7 Trip Generation Analysis prepared by Heffron Transportation, Inc.
- Comparison Exhibit – Current Point Ruston Site Plan and FSEIS Figure 6 – Public-Open Space Area Data (Appendix F)
- Transportation Technical Report prepared by Heffron Transportation, Inc., June 2019 (Appendix G)

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 construction of the Point Ruston Master Plan is ongoing, along with the ongoing EPA site remediation. The following permits directly pertain to this Addendum, along with future permits and approvals associated with the Project.

- Point Ruston Baker Building (Building 3): BLDCN16-0086, BLDCN16-0088, BLDCN16-0090, BLDCN16-0031, BLDCN18-0303, SDEV16-0064, SDEV16-0069, SDEV16-0020, and LU16-0184;
- Point Ruston Rainier Building (Building 4): LU18-0080, SDEV18-0240, BLDCN18-0312, SDEV18-0337, and BLDCN18-0107;
- Point Ruston Building 6 (GenCare Ass'd Living): BLDCN17-0111, BLDCN17-0066, and SDEV17-0084;
- Point Ruston Building 7: BLDCN18-0015, BLDCN18-0120, and SDEV17-0092;
- Point Ruston Building 11/9: SDEV19-0116.

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

City of Tacoma and City of Ruston permits associated with development and improvement of land uses, sites, buildings, shorelines, right of ways, and utilities and infrastructure associated with the Point Ruston Master Development Plan and prior entitlements are anticipated. Additional approvals from the Washington Department of Ecology, Washington Department of Labor and Industries, the Tacoma/Pierce County Health Department, and the US Environmental Protection Agency are also anticipated. Please note that this list is not exhaustive and additional approvals or permits may be required.

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.)

Point Ruston LLC has formulated a master plan for the long-term redevelopment of the Project site that was approved through the FSEIS (Appendix B) in March of 2008. The Project Overview within the FSEIS remains largely consistent with the currently constructed and remediated phases of the Project. This Addendum updates specific project details associated with the completion of the Project and introduces new environmental information to assess Transportation Impacts and Mitigation Measures. Additional project detail is discussed in specific sections of this checklist. At full build-out, the Project anticipates the following:

- **Approximately 1,528 multifamily residential units, for sale and for rent;**
- **A 194-room hotel with approximately 17,000 SF of conference/banquet room, restaurant space, and spa;**
- **A 155-room assisted living facility;**
- **Approximately 216,000 SF of retail shops, grocery, fitness, and food and beverage space;**
- **Approximately 38,600 SF of cinema space;**
- **Approximately 185,000 SF of commercial office and medical/wellness space;**
- **Use of a converted ferry boat as a sales and leasing office for the project;**
- **Approximately 57-acres of publicly-accessible parks, open space, view corridors, vehicular and pedestrian thoroughfares, public art and recreational facilities, including the Waterwalk (a waterfront promenade with an average width of 100-feet); and an**
- **Estimated 4,639 parking spaces (predominantly structured, supplemented with on-street and surface parking lots) for residents, shoppers, guests, and the public.**

It is anticipated that full build-out of the Project will occur within approximately 7 years. Build-out will occur in phases with the addition of individual building phasing. The current Point Ruston Master Site Plan is included in Appendix D for reference.

Currently completed buildings include Buildings 1A, 1C, 2A, 2B West, 2B East, 8, 18 West, 18 East, Levels P1, P2 and P3 West of the Point Ruston Parking Garage, along with supporting utilities and infrastructure. In addition to completed buildings and infrastructure, the Waterwalk, Grand Plaza and several additional open spaces have also been completed.

It is important to note that the FSEIS (Appendix B) identified Mitigation Measures to address Project Impacts. The identified Mitigation Measures remain largely unchanged from the FSEIS and continue to adequately mitigate Project Impacts. Therefore, the Addendum results in no significant adverse impacts after mitigation.

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 site is located along Commencement Bay with a portion of the site in the City of Tacoma and another portion in the City of Ruston. The project is the former American Smelting and Refining Co. (ASARCO) property that is located on Ruston Way. The Project is more specifically identified, including a legal description and vicinity map, in the FSEIS in Appendix B. The Project further includes areas incorporated through SEPA File No. SEP2015-40000239477 (See Appendix C). A Point Ruston Master Site Plan of the Project area is included in Appendix D for site reference.

B. Environmental Elements [\[HELP\]](#)

1. Earth [\[help\]](#)

a. General description of the site:

(Circle one) ☒ Flat rolling, hilly, steep slopes, and mountainous, other _____

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

Unchanged from the FSEIS. The existing Project site is generally flat with a slope that leads from the top of shoreline armoring (13 feet) landward at a gradual slope of 2.75 percent to the Ruston Way. There is a 3 foot vertical rise at the 100 foot setback to account for capping design. The steepest slope on site is approximately 7 percent.

- 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.

A description of site geography and surface soils is included in the DSEIS. The existing subsurface stratigraphy consists primarily of silty sands and overlay sand and gravel slag materials.

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

There are no surface indication or known history of unstable soils in the immediate vicinity. Furthermore, seismic conditions and mitigations for the Project site are described in the DSEIS.

- 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.

Unchanged from the FSEIS. Completion of the Point Ruston Master Development Plan and EPA site remediation will include excavation and filling. The location of any export will be approved by the EPA, and the source of any fill will be pursuant to City specifications, EPA remedial action specifications, and/or a geotechnical engineer recommendations as approved by the City.

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

Erosion potential for the overall Point Ruston Master Development Plan is discussed in the DSEIS and EPA approved Point Ruston Temporary Impermeable Cap and Site Wide Storm Water Construction Management Plan. Soil erosion is possible during construction, but BMPs described in the City of Tacoma Stormwater Manual will be implemented in accordance with the EPA approved plans, ensuring that no runoff leaves the Site. Once the Project has been completed and landscaping is planted and established, there is very little potential for erosion. Any erosion that does occur post-construction will be managed as part of Point Ruston's Operation Maintenance and Monitoring Plan, required by the EPA.

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

Unchanged from the FSEIS. 100 percent of the Project will be covered by impervious surface at the completion of the Point Ruston Master Development Plan in accordance with EPA remediation requirements of the Project. Approximately 31 percent of the impervious surface will be a landscaped multi-layered cap.

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

The EPA Construction Management Plans for the Project describes how the site will be managed in accordance with the EPA requirements of the Development and Occupancy Plan and Temporary Impermeable Cap and Site Wide Storm Water Construction Management Plan. These plans include the measures that will be taken during construction so that all runoff is contained on-site and no visible dust is created during construction. Following construction, all “soft-scape” areas will be planted according to the landscape plans for the project, in accordance with EPA requirements.

2. Air [\[help\]](#)

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.

An Air Quality Analysis addressing National Ambient Air Quality Standards (NAAQS) is included in the DSEIS. CO concentrations, ozone precursor levels, and PM10 concentrations were considered and modeled as applicable for construction and operation impacts. The DSEIS states that during construction, “The emissions of CO and NOx would be temporary, limited to the immediate area surrounding the construction site, and likely contribute a small amount compared to automobile traffic in the project area.” Dust emissions for the Project are expected to be low. Employment of mitigation measures at the site during construction are listed in the DSEIS. It should also be noted that dust controls and perimeter air monitoring of the overall Point Ruston Master Development Plan are required by EPA under the Consent Decree for the site.

No exceedances of NAAQS Standards are predicted during operation of the Point Ruston Master Development Plan. Furthermore, the DSEIS concluded that “No significant unavoidable adverse impacts are expected to occur for air quality under any of the alternatives because the NAAQS are not predicted to be exceeded under any of the alternatives.”

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

Unchanged from the FSEIS. No off-site emissions or odors are anticipated to affect the site.

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

Measures outlined in the DSEIS will be followed for the Project. The Construction Management Plans present the controls that will be implemented to control dust emissions due to earthwork activities.

3. **Water** [help]

a. Surface Water: [help]

- 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 Point Ruston Master Development Plan area encompasses property both waterward and landward of the OHWM of Commencement Bay, on the Puget Sound. The proposed projects under the Point Ruston Master Development Plan are upland of the shoreline and separated from the shoreline by the City of Tacoma Waterwalk property which is approximately 100 feet wide.

- 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 current Point Ruston Master Development Plan does not include over water work and a majority of the work within 200 feet of the OHWM of Commencement Bay has been completed or is currently underway. Only a portion of the Point Ruston Master Development Plan within the City of Ruston is within 200 feet of the OHWM of Commencement Bay and remains to be completed.

- 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.

None proposed.

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

No, not to our knowledge.

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

According to the City of Tacoma's Development Assistance & Review Team Map (<http://tacomapermits.org/dart-map>), a portion of the Point Ruston Master Development Plan may be within the mapped 100-year flood plain shown on National Flood Insurance Program Flood Insurance Rate Map (FIRM) community-panel 53053C0161E and 53053C0142E; however, the FIRM establishes a base flood elevation of 14 feet NAVD 88 (10.4 feet NGVD 29) at this location and was last updated in March 7, 2017. Since the ASARCO smelter was closed, the shoreline of the property has been regraded the shoreline has been armored to elevation 13 feet NGVD 29 (2.6 feet above the base flood elevation). The property slopes uphill from the back of the shoreline armoring at a minimum of 2.75% to Ruston Way, where the lowest part any building is above the 100-

year flood plain. Therefore, the project will not affect any areas below the floodplain elevation.

- 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.

The Project will not involve any discharges of waste materials to surface waters.

Unchanged from the FSEIS. On-site surface water runoff will be routed to the Point Ruston Master Development Plan stormwater system, where runoff from pollution generating surfaces will be treated before entering the City of Tacoma stormwater system or before direct discharge via Point Ruston's private stormwater system. The City of Tacoma system enters Commencement Bay at the Edwards Street Outfall. The Point Ruston private stormwater system enters Commencement Bay at the North Outfall and level spreaders.

b. Ground Water: [\[help\]](#)

- 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.

The anticipated impacts on groundwater were considered in the DSEIS. No ground water may be withdrawn within the Point Ruston Master Development Plan area, in accordance with EPA regulations. The use of groundwater at the Project site is prohibited per EPA regulations, and an institutional control is recorded to ensure that ground water is not withdrawn and the public is on notice of this mandate. Water will be supplied through connection to the City of Tacoma public water supply. In accordance with the EPA Construction Management Plans, infiltration of stormwater runoff will not be used to control and remove runoff during construction of the Project.

- 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.

Unchanged from the FSEIS. No waste water material will be discharged into the ground as part of this Project.

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 runoff from the impervious surfaces of the Project will be conveyed to an on-site stormwater system where it will then be treated before being routed to the City's stormwater system and the Edwards Street Outfall or the Point Ruston North Outfall, in accordance with the EPA approved Point Ruston Master Infrastructure Construction Management Plan (MICMP). Rooftop drainage and other impervious surfaces that are not routed to the outfalls will be conveyed to existing private shoreline level spreaders. Stormwater runoff from pollution generating surfaces will be treated prior to discharging to the level spreaders, pursuant to the MICMP.

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

No. All surfaces will be covered with an EPA approved cap preventing infiltration to groundwater. All runoff from pollution generating surfaces (i.e. asphalt roadways) will be treated prior to being discharged to surface waters.

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

Unchanged from the FSEIS. Infiltration and groundwater recharge will be eliminated, as required by the Record of Decision; however, surface water runoff will still be conveyed to Commencement Bay via the engineered stormwater systems.

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

Potential impacts to water by site grading activities and temporary excavations for building facility construction will be managed by employing conventional erosion control practices as described in the Construction Management Plans. All water storage and runoff will be completed per jurisdictional regulations and will meet EPA and DOE standards.

4. *Plants* [\[help\]](#)

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

Undeveloped portions of the Project are without vegetation of any type and under EPA remediation. Remediated portions of the site have been landscaped.

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

None.

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

Unchanged from the FSEIS. To our knowledge, there are no threatened or endangered species on or near the site.

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

Approximately 31 percent of the impervious remediation cap will be a landscaped multi-layered cap. Landscaping will be urban design and consistent with EPA remediation requirements.

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

Unchanged from the FSEIS. No known noxious weeds or invasive species are known to be located on site.

5. Animals [help]

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.

Examples include:

birds:

Seagulls, geese, water fowl, and other birds are present near the site. The DSEIS identifies birds present in the border area. No species are known to inhabit the area associated with the Project area.

mammals: bear, elk, beaver,

Various small animals may visit the site including raccoon, possum, skunk, mouse and rat as identified in the DSEIS. Harbor seals and otters have also been spotted on Commencement Bay which is near the site. No mammals are known to inhabit the Project area.

fish: bass , other _____

The DSEIS includes a detailed discussion of the aquatic species inhabiting Commencement Bay. Various crab species, anemones, sea stars, barnacles, salmon species, trout species, sole species, and other species are found in Commencement Bay. No fish or aquatic species have been identified within the upland Project area.

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

No Endangered Species Act listed terrestrial wildlife species are known or expected to use habitats in the upland Project area; however, marine areas in the vicinity could be used as a migratory corridor by Endangered Species Act listed Chinook salmon, steelhead or bull trout.

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

The Puget Sound has been identified as a migration route for north-south migrating birds. The DSEIS identifies the Commencement Bay as a waterbody where various duck and geese species feed and fly. The Project should not have an impact on these migration routes.

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

No measures are proposed at this time.

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

To our knowledge, no invasive animal species are known to be on or near the site.

6. *Energy and Natural Resources* [\[help\]](#)

- 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.

Unchanged from the FSEIS. Electricity and natural gas will be used to meet the Project's energy and heating needs.

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

Unchanged from the FSEIS. No.

- 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:

Unchanged from the FSEIS. None are proposed at this time.

7. Environmental Health [\[help\]](#)

The FSEIS (Appendix B) identified Environmental Health Mitigation Measures to address Project Impacts. The identified Environmental Health Mitigation Measures remain unchanged from the FSEIS and continue to adequately mitigate Environmental Health Impacts resulting in no significant adverse impacts after mitigation.

- 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.

Construction workers could potentially come into contact with contaminated soils or dust; however, construction worker remediation safety measures, overseen by the EPA and Project Health and Safety Officer, have been established to minimize the potential.

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

The DSEIS and FSEIS provides a detailed summary of the Project site's past Asarco smelter contamination and EPA remediation clean-up program. (Please see FSEIS pages 2-13 – Existing Site Characteristics, and page 3.4-1 through page 3.4-4 Environmental Health.)

- 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.

Remediation of the overall Project site area has occurred and is on-going, pursuant to federal CERCLA/Superfund law. This includes extensive surface water and ground water monitoring, soils testing, geotechnical investigations, demolition of structures, excavation and containment of contaminated soils, shoreline armoring, construction of the On-Site Containment Facility (OCF), site grading, and site capping. See the DSEIS, FSEIS and applicable EPA remediation reports for more information.

- 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.

Standard and recognized construction methods will be implemented in the construction of the Project, and no toxic or hazardous chemicals will be stored, used, or produced during the operating life of the Project after construction activities are complete.

- 4) Describe special emergency services that might be required.

No special emergency services will be required for the proposal.

- 5) Proposed measures to reduce or control environmental health hazards, if any:

As shown in the FSEIS on page 3.4.4 no significant unavoidable adverse impacts are anticipated; furthermore, measures to reduce or control environmental health hazards will continue to be implemented as directed by the EPA.

b. Noise

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

Unchanged from the FSEIS. Noise generated in the vicinity of the site generally consists of vehicles traveling on the adjacent right-of-way and railroad travel on the adjacent railroad tracks. This noise is not anticipated to affect 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.

Unchanged from the FSEIS. Noise associated with construction activity at the Project will vary as construction progresses and depending on the equipment being used. After construction, noise will continue to be generated by vehicles coming and leaving the Project. These noise levels are anticipated to be consistent with the existing ambient noise levels.

- 3) Proposed measures to reduce or control noise impacts, if any:

Construction activity will be limited to the applicable municipality's permitted construction work hours, and in accordance with EPA guidance.

8. Land and Shoreline Use [\[help\]](#)

The FSEIS (Appendix B) identified Land Use Mitigation Measures to address Project Impacts. The identified Land Use Mitigation Measures remain unchanged from the FSEIS and continue to adequately mitigate Land Use Impacts. While some of the use and area quantities differ from the FSEIS, no new impacts are introduced that the FSEIS Land Use Mitigation Measures do not continue to mitigation. The Addendum results in no significant adverse land use impacts after mitigation.

- 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 Project site is formerly a portion of the Asarco Tacoma Smelter and surrounded by residential and recreational uses within the City of Tacoma and City of Ruston. The site

is currently under EPA remediation as a component of the overall Point Ruston Master Development Plan. A Final Supplemental Environmental Impact Statement (FSEIS) was published by the City of Tacoma in March 2008 to support the development of the overall site and mitigate any impacts to the surrounding area; therefore, the project is not expected to affect neighboring properties. Please see the FSEIS in Appendix B for more detailed information.

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 nonforest use?

No.

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.

c. Describe any structures on the site.

The Point Ruston Master Development Plan is being constructed in phases. Several phases within the project area have been completed with new structures, and several phases are still to be constructed. Phases associated with the future development areas do not yet contain structures.

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

None are anticipated.

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

City of Tacoma: S-15 Point Ruston/Slag Peninsula Shoreline District

City of Ruston: Master Planned Development Zone (MPD-PR)

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

City of Tacoma: The Urban Form section within the City of Tacoma Comprehensive Plan identifies the site as a Shoreline – Crossroads Mixed-Use Center.

City of Ruston: The Comprehensive Plan Map for the City of Ruston identifies the site as Master Planned Development (Mixed Use)

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

City of Tacoma: The project is within the S-15 Point Ruston/Slag Peninsula Shoreline District. This district is identified as a High Intensity shoreline environment within the City of Tacoma Shoreline Master Program.

City of Ruston: A portion of the project is within the City of Ruston Shoreline Jurisdiction according to the City of Ruston Shoreline Master Program.

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

Unchanged from the FSEIS. Not to our knowledge.

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

The Point Ruston Master Development Plan community is being developed in phases and in response to market conditions. At full build-out, the project is proposed to include approximately 1,528 residential units, 194 hotel rooms, 155 assisted living units, a multi-plex cinema, approximately 216,000 SF of commercial/retail, and approximately 185,000 SF of office/medical office space (areas exclude structured parking). While some of these use and area quantities differ from the FSEIS, no new unmitigated impacts are introduced by the additional uses proposed within the Project. This is specifically supported by the Transportation Technical Report in Appendix G.

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

None.

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

None proposed at this time.

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

The Project is being designed for approved uses within the zoning classification for each parcel. As a master planned community the project will operate in compatibility with the overall Point Ruston Master Development Plan site. Mitigations associated with the FSEIS will be followed, except as revised by the recommendations of the Transportation Technical Report in Appendix G. The Project will also be constructed according to City, State and Federal regulations.

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

None proposed at this time.

9. Housing [\[help\]](#)

The FSEIS (Appendix B) identified Housing Mitigation Measures to address Project Impacts. The identified Housing Mitigation Measures remain unchanged from the FSEIS and continue to adequately mitigate Housing Impacts. While the number of residences proposed in the Addendum have increased from the FSEIS, no new impacts are introduced that the FSEIS Housing Mitigation Measures do not continue to mitigate. The Addendum results in no significant adverse housing impacts after mitigation.

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

The Point Ruston Master Development Plan will provide approximately 1,528 residential units, 194 hotel rooms, and 155 assisted living units at full build-out. The income level of the units will be consistent with those proposed in the DSEIS and FSEIS.

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

No housing units will be eliminated with this Project.

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

The Project's current housing impacts are consistent with the DSEIS and FSEIS; therefore, no new measures are proposed to reduce or control housing impacts.

10. Aesthetics [\[help\]](#)

The FSEIS (Appendix B) identified Aesthetics Mitigation Measures to address Project Impacts. The identified Aesthetics Mitigation Measures remain unchanged from the FSEIS and continue to adequately mitigate Aesthetics Impacts. The Addendum results in no significant adverse aesthetics impacts after mitigation.

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

Building heights for the Project are consistent with the City codes and were evaluated by the DSEIS and FSEIS Viewshed Analysis. The mitigation measures identified in Section 3.2.4 of the FSEIS include view corridors, open space, and the fully developed public promenade. These mitigation measures are unchanged. The buildings within the project feature a design interpreted as Northwest Craftsman. The principal exterior building materials are wood, stone, and brick.

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

The DSEIS and FSEIS included a Viewshed Analysis that identified the view impacts of the Point Ruston Master Development Plan. Mitigation measures were identified in the FSEIS. Therefore, no new unmitigated view impacts are introduced with this Addendum.

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

The FSEIS stated that no significant adverse viewshed impacts are anticipated with the Project. No new mitigation measures are proposed outside those discussed in the FSEIS.

11. Light and Glare [\[help\]](#)

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

Interior lighting typical of mixed-use communities will occur between sunset and sunrise. Likewise, illumination of the building exterior and within landscaped areas of the Project site can be expected.

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

Light or glare from the finished Project is not expected to create a safety hazard or interfere with views.

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

No off-site sources of light or glare are expected to affect the Project.

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

Exterior lighting will be directed downward or towards building facades and shielded so as to contain glare within the Project site.

12. Recreation [\[help\]](#)

The FSEIS (Appendix B) identified Public Parks, Recreation and Open Space Mitigation Measures to address Project Impacts. The identified Mitigation Measures remain largely unchanged from the FSEIS. While public park, recreation and open space configurations and amenities may have been refined, the overall quantity and quality of open space throughout the Project has increased from the FSEIS. Therefore, the Mitigation Measures continue to adequately mitigate Public Park, Recreation and Open Space Impacts. The Addendum results in no significant adverse impacts to public parks, recreation, or open space after mitigation.

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

The Point Ruston development included the development of the Point Ruston Waterwalk, a popular linear park along the shoreline of the Project. The Point Ruston Waterwalk connects the Ruston Way waterfront from downtown Tacoma to Point Defiance Park. The Waterwalk is used for running, walking, biking, roller blading, dog-walking, picnicking, and enjoying views of the Puget Sound. The Waterwalk also includes a children's playground and public art. The Point Ruston Waterwalk is centrally connected to the Point Ruston Grand Plaza, which is an acre plus public gathering space which includes a state-of-the-art children's spray park, an amphitheater, and public art.

Passive and active open space, access and view corridors within Point Ruston were originally identified in FSEIS Figure 6. Figure 6 originally proposed approximately 49.8 acres of open space area for the project. An updated Comparison Exhibit of original and currently anticipated open space areas is included with this Addendum under Appendix F to communicate that the Project now proposes approximately 57.66 acres of open space. This represents a net increase in open space for the Project of approximately 7.86 acres. Furthermore, the identified park enhancement areas listed in FSEIS Figure 11 remain largely incorporated into the current Project.

Within the immediate vicinity of Point Ruston, recreational opportunities include the Ruston Way lineal park, the Puget Sound, and the 702 acre Point Defiance Park. These areas offer open spaces and activities which include picnicking, sunbathing, kayaking, diving, running, walking, hiking, biking, fishing, sightseeing, etc. The Point Defiance Park is also home to the Point Defiance Zoo and Aquarium.

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

The Project will not displace any existing recreational uses.

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 will contribute approximately 57.66 acres of new recreational/open space areas to the community. Both the quantity and quality of the onsite open spaces are world class. The Project does not impact any of the surrounding recreational opportunities, which are abundant. In comparison to the FSEIS, there are no unmitigated impacts introduced with this Addendum.

13. Historic and cultural preservation [\[help\]](#)

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.

Most of the historic potential of the site and surrounding area revolved around the Asarco industrial buildings. In 1993, it was determined that the smelter site lacked the integrity necessary to be included in the National Historic Register. This information was detailed in the DSEIS. Due to that determination and environmental considerations, the remaining structures were required by EPA to be demolished in the course of site remediation.

- 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.

An assessment for intact archeological deposits at the Point Ruston Master Development Plan site was completed during the DSEIS review. It was concluded that because the site had undergone a long period of construction, alteration, and demolition along with the associated churning of native soils there was no likelihood of undisturbed prehistoric or historic cultural material remaining at the site. This was concluded after meeting on the site with Puyallup tribal historians, and visiting records at the Department of Archeology and Historic Preservation.

- 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.

The environmental review process for the Point Ruston Master Development Plan included tribal consultations and historical records reviews to determine that there was no impact to cultural and historical resources on or 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.

None proposed due to the lack of impacts on historical and cultural facilities; however, Point Ruston acknowledges that if any significant archeological materials are exposed or discovered during construction related excavations or subsurface disturbance, operations would cease in the close vicinity of the find and a qualified archeologist would be contacted for further recommendation together with notification to a Puyallup Tribal official.

14. *Transportation* [\[help\]](#)

The FSEIS (Appendix B) identified Transportation Mitigation Measures to address Project Impacts. New environmental information triggers the need for this Addendum to the FSEIS. A Transportation Technical Report (Heffron Transportation, Inc., June 2019) was prepared in support of this Addendum in order to provide updated information about traffic generation from the planned development and update information and analysis of the surrounding roadway

network. The report is forthcoming under separate cover as Appendix G to this SEPA Checklist/FSEIS Addendum. Conclusions and recommendations pertaining to the Project's transportation impacts and mitigation measures are addressed within the report. The report conclusions and recommendations result in no significant adverse transportation impacts after mitigation.

- 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 Point Ruston development is located on the west side of Commencement Bay in the Cities of Tacoma and Ruston. The site is accessed from Ruston Way, which is a Collector Arterial (as designated by the City of Tacoma) connecting to the regional roadway system including Interstate 705 (I-705) and I-5 to the south via Schuster Parkway. To the west of the site, N Pearl Street, is also designated as State Route (SR) 163, is a north-south Principal Arterial that is accessed via N 51st Street. The Project site contains a private internal roadway network that has existing driveway accesses onto Ruston Way and Yacht Club Road.

For this FSEIS Addendum and compared to the FSEIS, no changes are proposed to the primary access points or overall internal circulation roadways, which have already largely been constructed. There are some minor differences in access planned for buildings proposed to be located west and south of the Ruston Way / N 51st Street / N Baltimore roundabout intersection. See current Point Ruston Master Site Plan in Appendix D for reference.

- 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 Point Ruston project has provided transit stops along the rebuilt Ruston Way, however it is not currently served with transit service. Pierce Transit provides bus service within the larger Tacoma, Ruston, and Pierce County areas. The closest active transit stops are located about 0.6-mile to the west on N Pearl Street south of N 51st Street. These stops are served by Pierce Transit Routes 10 and 11. Route 10 provides service along Pearl Street between Point Defiance Park and the Tacoma Community College Transit Center (at S Mildred Street / S 19th Street). Route 11 provides service between Point Defiance Park and the Commerce Street Transit Station in Downtown Tacoma. Both routes operate seven days per week with weekday headways (time between consecutive buses) of about 30 minutes to an hour.

During summer 2017 (June 2 through September 3), Pierce Transit partnered with the City of Tacoma, Point Ruston, Metro Parks Tacoma, South Sound Together, and Travel Tacoma, to offer the Pierce Transit Route 15 – Downtown to Defiance trolley service. This demonstration project was designed to draw residents and tourists to the area's hotels,

museums, restaurants, and parks and to introduce public transit as an alternative mode of transport for the Ruston Way corridor. The route operated Friday through Sunday from 10:30 A.M. to 8:30 P.M. on 30-minute headways. The route connected Downtown Tacoma along Ruston Way to Point Ruston and the Point Defiance Zoo and Aquarium. City of Tacoma staff indicated there are currently no plans or funding to repeat the service in future years.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

At full build-out, the Project intends to add approximately 4,639 parking spaces. The Project will not eliminate existing parking spaces.

- d. 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 FSEIS identified transportation improvements and roadway mitigation associated with the Project in 2008. Many of these improvements have been completed and consist of the following:

- **Reconstruction of Ruston Way to two lane cross section with curb and gutter on both sides of the street and planting strip and sidewalk on the project side of the street. Provide a center turn lane at stop controlled access along the frontage.**
- **Constructed a new roundabout intersection at the Ruston Way intersection with the Grand Avenue, which serves as the primary access point for the Point Ruston development.**
- **After design coordination with the City of Tacoma, construction of a shared-use non-motorized path along the north/east side of Ruston Way connecting to the prior northern terminus of the Ruston Way Walking Path at N 49th Street to the Ruston Way/Baltimore roundabout.**
- **Decommissioned the existing tunnel on Ruston Way.**
- **Constructed a new roundabout at the intersection of N. Baltimore Street and Ruston Way.**
- **Provided a two-lane roadway with bike lanes to reconnect N. Baltimore Street with Ruston Way.**
- **Provided curb and gutter on the west side of Baltimore Street north of N. 49th Street where needed. Improvements to the east side of the street were provided as part of the Stack Hill development.**
- **Provided pedestrian and bicycle access to the waterfront for the general public with the development of the Waterwalk. Waterwalk connects to the north terminus of Ruston Way and Peninsula Park.**

- **Provided secure bicycle parking facilities within the project to accommodate a minimum of 75 bicycles.**
- **Provided an internal roadway for access to Peninsula Park.**
- **Provided an internal roadway and frontage transit stop for future transit service.**

A number of additional improvements were identified conceptually in the FSEIS as mitigation for later phases of the Point Ruston development. However, the exact timing and extent of those improvements was not explicitly defined. Current City of Tacoma policy related to the design and vision for Ruston Way where some of those remaining improvements were identified is evolving with the multi-jurisdictional review of the Ruston Way waterfront, known as “Envision Our Waterfront.” Point Ruston will continue to work cooperatively with the City and the waterfront visioning effort to determine if and how those previously identified improvements should be considered in light of the waterfront vision. The detailed transportation analysis of the Ruston Way corridor provided in the attached Transportation Technical Report (Appendix G) includes details about the effectiveness of those improvements to address Point Ruston’s relative impacts and are expected to assist in that cooperative effort.

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

The Project site located just east of a BNSF rail corridor, which aligns on the west/south side of Ruston Way. The site is also located approximately one mile south of the Washington State Ferries’ (WSF) Point Defiance Ferry Terminal that offers ferry service to Vashon Island. The site is located along Commencement Bay, a deep-water seaport. The Project is not expected to utilize rail transportation. However, some residents, customers, and/or visitors at the site may use WSF ferries and the Point Defiance Ferry Terminal. If high-speed foot passenger ferry service is made available to the project vicinity in the future, some residents, customers, and/or visitors at the site may also use that service.

f. 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?

Based on rates and equations published in the Institute of Transportation Engineers’ (ITE) Trip Generation Manual (10th Edition) and methodologies for estimating trips at mixed-use developments outlined in ITE’s Trip Generation Handbook (3rd Edition, 2017), with full-build and occupancy, the current Point Ruston development proposal is estimated to generate approximately 15,500 driveway vehicle trips per day. Peak volumes are generally expected to occur during the commuter PM peak hour (typically one hour between 4:00 and 6:00 P.M.). Of the total daily vehicular driveway trips, an estimated 440

trips per day (220 in, 220 out) are expected to be truck trips, based on truck trip generation rates also provided by ITE in the Trip Generation Manual. These truck trips would consist of deliveries to the retail, office, restaurant, and residential uses throughout the site. They would also include mail and package delivery (e.g., USPS, UPS, and FedEx), trash and recycling pickup, and occasional residential and commercial move-in/move-out activities.

- g. 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 Project is not expected to interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area.

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

Measures to reduce or control transportation impacts are outlined in the Transportation Technical Report included with this Addendum. No further measures are proposed.

15. Public Services [\[help\]](#)

- 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 would not result in an increase in public services.

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

None proposed aside from those identified in the FSEIS.

16. Utilities [\[help\]](#)

- a. Circle utilities currently available at the site:

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

- c. 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.

The Project will be served by utilities located within the Point Ruston Master Development Plan site. Utilities include:

Natural gas – Puget Sound Energy


Power, water, refuse – Tacoma Public Utilities and Ruston Power

Storm and sewer – Tacoma Public Works and City of Ruston
Cable, internet, telephone providers – Comcast, Click, and Qwest

As part of the utility installation work, the project may require the installation of pipe that exceeds 8 inches in diameter.

C. Signature [\[HELP\]](#)

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 Matt Cyr for Point Ruston, LLC
Position and Agency/Organization Planning / Point Ruston, LLC
Date Submitted: 5/31/2019

D. Supplemental sheet for nonproject actions [\[HELP\]](#)

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.