

Appendix D

Technical Appendices

Appendix D4.1
Potentially Affected Parcels

Potentially Affected Parcels

Building and operating the Federal Way Link Extension (FWLE) light rail system would require acquiring property for right-of-way and other facilities and presumes displacing and relocating some of the existing uses. This appendix presents the likely property acquisitions based on the current conceptual designs. This list of acquisitions should not be interpreted as the final determination regarding property acquisition because the list will be updated as the project design is refined. Furthermore, the acquisitions listed in this appendix reflect the existing conditions at the time the analysis was conducted. Accordingly, the number and/or type of displacements could vary between what has been disclosed in this Environmental Impact Statement (EIS) and what is actually required because currently underdeveloped or vacant properties may be developed between the publication date of this EIS and the time of construction.

There are two types of property acquisitions:

- **Partial acquisition**, which would acquire part of a parcel and generally would not displace the existing use. In a few instances, some of the businesses or residential units on a parcel would be displaced.
- **Full acquisition**, which would acquire the full parcel and displace the current use.

Full acquisitions include parcels that might not be fully needed for the project but would be affected to the extent that existing uses would be substantially impaired (e.g., loss of parking or access). This includes parcels that would be acquired for construction activities, although in some cases all or part of the parcels would be available for other use or for redevelopment after construction is complete. Table D4.1-1 presents information on the likely acquisitions by alternative, including property needed for permanent elevated guideway or subterranean easements. The parcels listed in the table are mapped on Exhibits D4.1-1 through D4.1-49. The table lists property mapping numbers unique to this project (Map ID), King County parcel identification numbers, and addresses. The table and the exhibits do not distinguish between full and partial acquisitions. These maps also show the “operational footprint,” which is the limits of all property acquisition related to the project, including the light rail guideway, stations, and road improvements. Public right-of-way within this footprint is not assumed to be acquired, but easements would be acquired for portions of this right-of-way. No maps are provided for the S 317th Elevated Alignment Option because there would be no difference in parcels affected from the Preferred Alternative.

In addition to the potential property acquisitions described, the project would also require temporary construction easements and use of public right-of-way not listed here.

This page intentionally left blank.

TABLE D4.1-1
Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	Preferred Alternative	KDM At-Grade Station Option	KDM I-5 Station Option	Landfill Median Alignment Option	S 272nd Star Lake Elevated Station Option	S 317th Elevated Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	SR 99 Alternative	S 216th West Station Option	S 216th East Station Option	KDM HC Campus Station Option	KDM HC Campus Station Option From S 216th W Station	KDM SR 99 East Station Option	KDM SR 99 Median Station Options	S 260th West Station Options	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	SR 99 to I-5 Alternative	S 216th West Station Option	S 216th East Station Option	Landfill Median Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	I-5 to SR 99 Alternative	S 260th West Station Option	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	
0001	2450000000	22700 28TH AVE S												X																			
0180	0253050000	29347 18TH AVE S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
0220	0421049007	29223 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0222	0421049011	29928 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
0228	0421049024	28815 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0233	0421049031	29625 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0235	0421049033	Information Unavailable									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0236	0421049034	28817 PACIFIC HWY S																		X												X	
0237	0421049035	29600 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0238	0421049036	29005 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0240	0421049038	29700 PACIFIC HWY S																	X													X	
0242	0421049040	30333 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0243	0421049041	29005 PACIFIC HWY S																		X												X	
0247	0421049047	28835 PACIFIC HWY S																		X												X	
0250	0421049057	30300 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
0256	0421049069	29209 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0257	0421049070	28837 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0258	0421049072	28872 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
0259	0421049073	29100 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
0260	0421049074	29001 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0263	0421049077	2902 S 298TH ST	X	X	X	X	X	X	X	X												X	X	X	X	X	X	X					
0265	0421049081	28838 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
0268	0421049088	28806 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
0279	0421049105	29130 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
0280	0421049106	30390 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
0311	0421049140	29013 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0323	0421049155	3001 S 288TH ST	X	X	X	X	X	X	X	X												X	X	X	X	X	X						
0325	0421049157	29805 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0344	0421049188	30012 MILITARY RD S																				X	X	X	X	X	X						
0353	0421049200	29601 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0368	0421049223	29200 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
0379	0421049237	30315 PACIFIC HWY S																	X													X	
0381	0421049240	29009 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0382	0421049241	29211 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0383	0421049242	28866 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
0393	0421049257	30200 PACIFIC HWY S																	X													X	
0395	0421049259	29815 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X

TABLE D4.1-1
Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	Preferred Alternative	KDM At-Grade Station Option	KDM I-5 Station Option	Landfill Median Alignment Option	S 272nd Star Lake Elevated Station Option	S 317th Elevated Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	SR 99 Alternative	S 216th West Station Option	S 216th East Station Option	KDM HC Campus Station Option	KDM HC Campus Station Option From S 216th W Station	KDM SR 99 East Station Option	KDM SR 99 Median Staion Options	S 260th West Station Options	S 260th East Station Optino	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	SR 99 to I-5 Alternative	S 216th West Station Option	S 216th East Station Option	Landfill Median Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	I-5 to SR 99 Alternative	S 260th West Station Option	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	
0410	0521049026	29106 REDONDO WAY S																		X												X	
0412	0521049048	Information Unavailable																		X												X	
0580	0421049012	Information Unavailable									X	X	X	X	X	X	X	X	X	X	X								X	X	X		X
0612	0821049001	30611 16TH AVE S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0613	0821049013	31433 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X									X	X	X	X	
0614	0821049024	30817 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0616	0821049060	1436 S 312TH ST									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0617	0821049061	31007 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0619	0821049063	30919 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0630	0821049174	31519 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X									X	X	X	X	
0632	0821049186	31217 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0635	0821049216	31401 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X									X	X	X	X	
0682	921049009	30902 28TH AVE S	X	X	X	X	X	X	X	X																							
0687	0921049021	Information Unavailable																			X												X
0690	0921049027	2501 S GATEWAY CENTER PL	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X		X	X	X	X	X		X	X	X	X		
0692	0921049030	31740 23RD AVE S						X																		X							
0693	0921049034	31701 20TH AVE S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0694	0921049035	31920 GATEWAY CENTER BLVD S						X																		X							
0695	0921049036	30405 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0696	0921049042	2427 S 317TH ST	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X		X	X	X	X	X		X	X	X	X		
0698	0921049045	31240 PACIFIC HWY S																			X												X
0699	0921049046	31254 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0700	0921049051	31620 23RD AVE S	X	X	X	X	X	X	X	X																							
0729	921049085	31004 28TH AVE S	X	X	X	X	X	X	X	X																							
0733	0921049095	30980 28TH AVE S	X	X	X	X	X	X	X	X																							
0734	0921049096	30614 28TH AVE S																				X	X	X	X	X	X						
0735	0921049098	30418 MILITARY RD S	X	X	X	X	X	X	X	X												X	X	X	X	X	X						
0736	921049100	30459 MILITARY RD S	X	X	X	X	X	X	X	X																							
0740	0921049106	30402 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
0741	0921049107	30412 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
0743	0921049109	31248 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0744	0921049110	31216 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0747	0921049113	31448 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X									X	X	X	X	
0748	0921049115	31000 28TH AVE S	X	X	X	X	X	X	X	X																							
0750	0921049118	31610 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X									X	X	X	X	
0751	0921049119	31420 28TH AVE S	X	X	X	X	X	X	X	X																							
0756	0921049125	1900 S 314TH ST																			X												X

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	Preferred Alternative	KDM At-Grade Station Option	KDM I-5 Station Option	Landfill Median Alignment Option	S 272nd Star Lake Elevated Station Option	S 317th Elevated Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	SR 99 Alternative	S 216th West Station Option	S 216th East Station Option	KDM HC Campus Station Option	KDM HC Campus Station Option From S 216th W. Station	KDM SR 99 East Station Option	KDM SR 99 Median Staion Options	S 260th West Station Options	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	SR 99 to I-5 Alternative	S 216th West Station Option	S 216th East Station Option	Landfill Median Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	I-5 to SR 99 Alternative	S 260th West Station Option	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	
0758	0921049129	31458 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X									X	X	X	X	
0764	0921049137	31885 GATEWAY CENTER BLVD S						X																		X							
0769	0921049142	31408 28TH AVE S	X	X	X	X	X	X	X	X																							
0771	0921049146	31622 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X									X	X	X	X	
0774	0921049151	31524 28TH AVE S	X	X	X	X	X	X	X	X												X	X	X	X	X	X						
0783	0921049164	31204 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0789	0921049172	2420 S 320TH ST						X																		X							
0794	0921049182	30642 28TH AVE S																				X	X	X	X	X	X						
0795	0921049183	30646 28TH AVE S																				X	X	X	X	X	X						
0797	0921049185	31720 GATEWAY CENTER BLVD S	X	X	X	X	X	X	X	X												X	X	X	X	X	X						
0803	0921049192	30400 PACIFIC HWY S																		X												X	
0805	0921049194	31240 28TH AVE S	X	X	X	X	X	X	X	X																							
0808	0921049197	2816 S 299TH PL	X	X	X	X	X	X	X	X																							
0809	0921049198	Information Unavailable	X	X	X	X	X	X	X	X																							
0811	0921049200	31434 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0814	0921049208	1706 S 320TH ST									X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X	X	X	X	X	X
0815	0921049210	31218 28TH AVE S	X	X	X	X	X	X	X	X												X	X	X	X	X	X						
0817	0921049214	2215 S 223RD ST	X	X	X	X	X	X	X	X																							
0818	0921049217	30421 PACIFIC HWY S																		X												X	
0822	0921049223	31406 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0833	0921049233	31405 18TH AVE S																			X												X
0841	0921049241	31628 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X									X	X	X	X	
0845	0921049245	31612 28TH AVE S	X	X	X	X	X	X	X													X	X	X	X	X							
0848	0921049248	8315 S 212TH ST									X	X	X	X	X	X	X	X	X	X									X	X	X	X	
0850	0921049250	31104 28TH AVE S	X	X	X	X	X	X	X	X																							
0851	0921049251	30802 28TH AVE S																				X	X	X	X	X	X						
0852	0921049252	31246 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0853	0921049253	30419 PACIFIC HWY S																		X												X	
0854	0921049254	30400 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
0856	0921049256	31430 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0857	0921049257	31434 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0858	0921049258	31440 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X									X	X	X	X	
0868	0921049276	2400 S 320TH ST							X																		X						
0872	0921049280	1831 S 312TH ST																			X												X
0877	0921049286	31414 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
0878	0921049291	31611 20TH AVE S																			X												X
0879	0921049292	1812 S 320TH ST									X	X	X	X	X	X	X	X	X	X									X	X	X	X	

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	Preferred Alternative	KDM At-Grade Station Option	KDM I-5 Station Option	Landfill Median Alignment Option	S 272nd Star Lake Elevated Station Option	S 317th Elevated Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	SR 99 Alternative	S 216th West Station Option	S 216th East Station Option	KDM HC Campus Station Option	KDM HC Campus Station Option From S 216th W. Station	KDM SR 99 East Station Option	KDM SR 99 Median Staion Options	S 260th West Station Options	S 260th East Station Optino	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	SR 99 to I-5 Alternative	S 216th West Station Option	S 216th East Station Option	Landfill Median Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	I-5 to SR 99 Alternative	S 260th West Station Option	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	
0880	0921049293	31634 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X									X	X	X	X	
0881	0921049297	2012 S 320TH ST									X	X	X	X	X	X	X	X	X	X	X	X	X	X				X	X	X	X	X	
0886	0921049302	31515 20TH AVE S																			X												X
0888	0921049304	1727 S 316TH ST																			X												X
0891	0921049308	31400 PACIFIC HWY S																			X												X
0893	0921049311	2834 S 308TH LN																				X	X	X	X	X	X						
0894	0921049312	2840 S 308TH LN																				X	X	X	X	X	X						
0897	0921049315	2839 S 308TH LN	X	X	X	X	X	X	X													X	X	X	X	X	X						
0899	0921049317	1825 S 316TH ST																			X												X
0902	0921049321	2440 S 317TH ST	X	X	X	X	X	X	X													X	X	X	X	X							
0906	0921049325	Information Unavailable																			X												X
0910	0922049001	2919 S 208TH ST	X	X	X	X	X	X	X																			X	X	X	X	X	
0914	0922049036	21450 INTERNATIONAL BLVD											X											X									
0916	0922049041	21011 INTERNATIONAL BLVD										X			X								X										
0920	0922049053	21215 PACIFIC HWY S										X			X								X										
0924	0922049061	21428 INTERNATIONAL BLVD											X											X									
0926	0922049065	Information Unavailable	X	X	X	X	X	X	X																			X	X	X	X	X	
0928	0922049069	21215 PACIFIC HWY S										X			X								X										
0931	0922049080	21401 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						
0932	0922049083	21215 PACIFIC HWY S										X			X								X										
0935	0922049093	21105 INTERNATIONAL BLVD										X			X								X										
0942	0922049119	3009 S 208TH ST	X	X	X	X	X	X	X	X																		X	X	X	X	X	
0974	0922049222	21010 INTERNATIONAL BLVD									X		X	X		X	X	X	X	X	X	X		X	X	X	X	X					
0979	0922049232	21449 S 216TH ST									X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						
0980	0922049235	21238 31ST AVE S	X	X	X	X	X	X	X	X																		X	X	X	X	X	
0985	0922049245	3001 S 208TH ST																										X	X	X	X	X	
0992	0922049282	23828 30TH AVE S	X	X	X	X	X	X	X	X																							
0995	0922049291	21104 INTERNATIONAL BLVD									X		X	X		X	X	X	X	X	X	X		X	X	X	X						
1006	0922049316	20804 INTERNATIONAL BLVD	X	X	X	X	X	X	X	X																							
1014	0922049340	21420 31ST AVE S	X	X	X	X	X	X	X	X																		X	X	X	X	X	
1017	0922049350	21031 INTERNATIONAL BLVD										X			X								X										
1018	0922049351	21001 INTERNATIONAL BLVD										X			X								X										
1019	0922049352	20841 INTERNATIONAL BLVD										X			X								X										
1020	0922049355	20833 INTERNATIONAL BLVD									X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						
1024	0922049364	21454 S 216TH ST									X		X	X		X	X	X	X	X	X	X		X	X	X	X						
1025	0922049365	21101 INTERNATIONAL BLVD										X			X								X										
1026	0922049366	20832 INTERNATIONAL BLVD	X	X	X	X	X	X	X	X																		X	X	X	X	X	

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	Preferred Alternative	KDM At-Grade Station Option	KDM I-5 Station Option	Landfill Median Alignment Option	S 272nd Star Lake Elevated Station Option	S 317th Elevated Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	SR 99 Alternative	S 216th West Station Option	S 216th East Station Option	KDM HC Campus Station Option	KDM HC Campus Station Option From S 216th W Station	KDM SR 99 East Station Option	KDM SR 99 Median Station Options	S 260th West Station Options	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	SR 99 to I-5 Alternative	S 216th West Station Option	S 216th East Station Option	Landfill Median Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	I-5 to SR 99 Alternative	S 260th West Station Option	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option
1027	0922049367	Information Unavailable	X	X	X	X	X	X	X	X												X						X	X	X	X	X
1038	0922049384	3118 S 216TH ST	X	X	X	X	X	X	X	X												X						X	X	X	X	X
1039	0922049385	3122 S 216TH ST	X	X	X	X	X	X	X	X												X						X	X	X	X	X
1043	0922049390	21050 INTERNATIONAL BLVD									X	X	X		X	X	X	X	X	X	X	X										
1048	0922049410	21060 INTERNATIONAL BLVD									X	X	X		X	X	X	X	X	X	X	X										
1429	1397800010	Information Unavailable	X	X	X	X	X	X	X	X												X	X	X	X	X	X					
1430	1397800020	Information Unavailable	X	X	X	X	X	X	X	X												X	X	X	X	X	X					
1431	1397800030	Information Unavailable	X	X	X	X	X	X	X	X												X	X	X	X	X	X					
1432	1397800040	26904 28TH AVE S	X	X	X	X	X	X	X	X												X	X	X	X	X	X					
1437	1522049018	23458 30TH AVE S	X	X	X	X	X	X	X	X																						
1526	1541800000	2503 S 317TH ST	X	X	X	X	X	X																								
1629	1622049016	2400 S 240TH ST												X	X																	
1634	1622049051	22600 28TH AVE S												X	X																	
1638	1622049061	Information Unavailable												X	X																	
1640	1622049068	22834 28TH AVE S												X	X																	
1654	1622049121	Information Unavailable												X	X																	
1674	1622049163	2802 S KENT-DES MOINES RD												X	X																	
1686	1622049200	22620 28TH AVE S												X	X																	
1718	1950900125	3025 S 252ND ST	X			X	X	X	X	X																						
1791	1951500015	3018 S 253RD ST	X			X	X	X	X	X												X	X	X		X	X					
1809	1951500105	25422 31ST AVE S				X																			X							
1884	1953400300	23208 28TH AVE S												X	X																	
1885	1953400305	23216 28TH AVE S												X	X																	
1886	1953400310	23222 28TH AVE S												X	X																	
1887	1953400315	23226 28TH AVE S												X	X																	
1888	1953400320	23234 28TH AVE S												X	X																	
1889	1953400325	23242 28TH AVE S												X	X																	
1890	1953400330	23252 28TH AVE S												X	X																	
1891	1953400335	23260 28TH AVE S												X	X																	
1892	1953400340	23404 28TH AVE S												X	X																	
1893	1953400345	23410 28TH AVE S												X	X																	
1894	1953400350	23418 28TH AVE S												X	X																	
1895	1953400355	23426 28TH AVE S												X	X																	
1896	1953400360	23436 28TH AVE S												X	X																	
1897	1953400365	23438 28TH AVE S												X	X																	
1898	1953400370	23450 28TH AVE S												X	X																	
1899	1953400375	23456 28TH AVE S												X	X																	

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	Preferred Alternative	KDM At-Grade Station Option	KDM I-5 Station Option	Landfill Median Alignment Option	S 272nd Star Lake Elevated Station Option	S 317th Elevated Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	SR 99 Alternative	S 216th West Station Option	S 216th East Station Option	KDM HC Campus Station Option	KDM HC Campus Station Option From S 216th W. Station	KDM SR 99 East Station Option	KDM SR 99 Median Station Options	S 260th West Station Options	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	SR 99 to I-5 Alternative	S 216th West Station Option	S 216th East Station Option	Landfill Median Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	I-5 to SR 99 Alternative	S 260th West Station Option	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option
1988	2122049015	24816 PACIFIC HWY S									X	X	X	X	X	X		X	X	X	X							X		X	X	X
1990	2122049017	Information Unavailable	X			X	X	X	X	X																						
1991	2122049018	24820 PACIFIC HWY S									X	X	X	X	X	X		X	X	X	X							X		X	X	X
1993	2122049022	24001 PACIFIC HWY S									X	X	X	X		X	X	X	X	X	X											
1996	2122049028	24408 PACIFIC HWY S									X	X	X		X	X		X	X	X	X							X	X	X	X	X
1997	2122049029	25300 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X
2003	2122049046	24300 PACIFIC HWY S	X			X	X	X	X	X	X	X	X		X	X		X	X	X	X	X	X	X	X		X	X	X	X	X	X
2004	2122049051	24846 PACIFIC HWY S									X	X	X	X	X	X		X	X	X	X							X		X	X	X
2008	2122049055	24800 PACIFIC HWY S									X	X	X	X	X	X		X	X	X	X							X		X	X	X
2015	2122049068	24481 32ND AVE S	X	X		X	X	X	X	X												X	X	X	X	X	X					
2025	2122049084	24141 PACIFIC HWY S									X	X	X	X	X		X	X	X	X	X											
2029	2122049097	24241 PACIFIC HWY S												X	X		X															
2034	2122049106	24426 PACIFIC HWY S		X	X						X	X	X		X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
2038	2122049113	25125 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X
2047	2122049135	25250 PACIFIC HWY S									X	X	X	X	X	X		X	X	X	X							X		X	X	X
2048	2122049137	2926 S 252ND ST	X			X	X	X	X	X																						
2052	2122049142	25447 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X
2058	2122049151	25009 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X
2059	2122049152	24823 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X
2060	2122049153	25015 PACIFIC HWY S									X	X	X	X	V	X	X	X	X	X	X							X	X	X	X	X
2062	2122049155	24432 PACIFIC HWY S									X	X	X		X	X		X	X	X	X							X	X	X	X	X
2063	2122049156	2627 S 248TH ST									X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X
2064	2122049160	2520 S 252ND ST									X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X
2065	2122049162	Information Unavailable									X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X
2068	2122049166	25025 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X
2069	2122049167	25246 PACIFIC HWY S									X	X	X	X	X	X		X	X	X	X							X		X	X	X
2070	2122049168	Information Unavailable									X	X	X	X	X	X	X		X	X	X							X		X	X	X
2071	2122049169	25330 PACIFIC HWY S									X	X	X	X	X	X		X	X	X	X							X		X	X	X
2076	2122049174	24600 PACIFIC HWY S									X	X	X		X	X		X	X	X	X							X		X	X	X
2084	2122049183	25215 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X
2092	2122049193	25526 PACIFIC HWY S									X	X	X	X	X	X		X	X	X	X							X		X	X	X
2118	2156400180	22323 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X					
2119	2156400200	22246 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X					
2120	2156400201	22247 PACIFIC HWY S												X																		
2123	2156400220	22204 PACIFIC HWY S											X											X								
2124	2156400221	2628 S 222ND ST									X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X					
2125	2156400223	22205 PACIFIC HWY S										X			X								X									

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	Preferred Alternative	KDM At-Grade Station Option	KDM I-5 Station Option	Landfill / Median Alignment Option	S 272nd Star Lake Elevated Station Option	S 317th Elevated Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	SR 99 Alternative	S 216th West Station Option	S 216th East Station Option	KDM HC Campus Station Option	KDM HC Campus Station Option From S 216th W. Station	KDM SR 99 East Station Option	KDM SR 99 Median Station Options	S 260th West Station Options	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	SR 99 to I-5 Alternative	S 216th West Station Option	S 216th East Station Option	Landfill / Median Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	I-5 to SR 99 Alternative	S 260th West Station Option	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option
2126	2156400240	22001 PACIFIC HWY S									X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X					
2127	2156400241	22002 PACIFIC HWY S											X									X		X		X						
2129	2156400250	22020 PACIFIC HWY S										X											X		X							
2130	2156400259	21935 PACIFIC HWY S									X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X					
2132	2156400263	2719 S 219TH ST											X											X								
2133	2156400269	21920 S 219TH ST											X											X								
2134	2156400270	21841 PACIFIC HWY S									X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X					
2135	2156400280	21814 PACIFIC HWY S									X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X					
2136	2156400281	21815 PACIFIC HWY S									X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X					
2137	2156400301	21615 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X					
2138	2156400302	21635 PACIFIC HWY S										X			X								X									
2139	2156400303	21641 PACIFIC HWY S										X			X								X									
2140	2156400305	21665 PACIFIC HWY S										X			X								X									
2141	2156400320	21606 PACIFIC HWY S									X		X	X		X	X	X	X	X	X	X		X		X	X	X				
2142	2156400321	21628 PACIFIC HWY S									X		X	X		X	X	X	X	X	X	X		X		X	X	X				
2158	2156400420	3001 S 221ST ST	X	X	X	X	X	X	X	X																		X	X	X	X	X
2159	2156400461	3018 S 221ST ST	X	X	X	X	X	X	X	X																		X	X	X	X	X
2160	2156400465	3030 S 221ST ST	X	X	X	X	X	X	X	X																		X	X	X	X	X
2161	2156400467	3027 S 220TH ST	X	X	X	X	X	X	X	X																		X	X	X	X	X
2172	2222049113	Information Unavailable	X	X	X	X	X	X	X	X												X	X	X	X	X	X					
2180	2222049168	Information Unavailable	X	X	X	X	X	X	X	X												X	X	X		X	X					
2234	2423200010	2200 S 320TH ST	X	X	X	X	X	X																								
2235	2423200050	2120 S 320TH ST	X	X	X	X	X	X			X	X	X	X	X	X	X	X	X	X		X	X	X	X			X	X	X	X	
2236	2423200055	2216 S 320TH ST	X	X	X	X	X	X																								
2237	2423200060	2200 S 320TH ST	X	X	X	X	X	X																								
2238	2423200070	31908 21ST AVE S	X	X	X	X	X	X																								
2247	2500600005	22419 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X					
2249	2500600015	22505 PACIFIC HWY S												X	X																	
2251	2500600018	22441 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X					
2252	2500600020	22625 PACIFIC HWY S												X	X																	
2253	2500600025	22613 PACIFIC HWY S #301												X	X																	
2254	2500600045	22725 PACIFIC HWY S												X	X																	
2255	2500600050	22659 PACIFIC HWY S												X	X																	
2256	2500600060	22805 PACIFIC HWY S												X	X																	
2257	2500600070	22815 PACIFIC HWY S												X	X																	
2258	2500600071	22815 PACIFIC HWY S									X	X	X				X	X	X	X	X											
2259	2500600080	22837 28TH AVE S									X	X	X	X		X	X	X	X	X	X											

TABLE D4.1-1
Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	Preferred Alternative	KDM At-Grade Station Option	KDM I-5 Station Option	Landfill / Median Alignment Option	S 272nd Star Lake Elevated Station Option	S 317th Elevated Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	SR 99 Alternative	S 216th West Station Option	S 216th East Station Option	KDM HC Campus Station Option	KDM HC Campus Station Option From S 216th W. Station	KDM SR 99 East Station Option	KDM SR 99 Median Station Options	S 260th West Station Options	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	SR 99 to I-5 Alternative	S 216th West Station Option	S 216th East Station Option	Landfill / Median Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	I-5 to SR 99 Alternative	S 260th West Station Option	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option
2260	2500600085	22845 PACIFIC HWY S									X	X	X		X		X	X	X	X	X											
2261	2500600090	22855 PACIFIC HWY S									X	X	X				X	X	X	X	X											
2262	2500600092	2807 S JOERS WAY												X																		
2263	2500600095	2904 KENT-DES MOINES RD												X																		
2264	2500600100	23003 PACIFIC HWY S									X	X	X				X	X	X	X	X											
2265	2500600106	Information Unavailable									X	X	X				X	X	X	X	X											
2266	2500600110	23031 PACIFIC HWY S									X	X	X				X	X	X	X	X											
2295	2500600215	22850 PACIFIC HWY S													X							X	X	X	X	X	X					
2299	2500600226	22862 PACIFIC HWY S													X							X	X	X	X	X	X					
2300	2500600229	22868 PACIFIC HWY S													X							X	X	X	X	X	X					
2302	2500600247	23018 PACIFIC HWY S													X							X	X	X	X	X	X					
2303	2500600250	23040 PACIFIC HWY S													X							X	X	X	X	X	X					
2304	2500600260	23200 PACIFIC HWY S													X							X	X	X	X	X	X					
2305	2500600270	23205 30TH AVE S																				X	X	X	X	X	X					
2308	2500600286	Information Unavailable	X	X	X	X	X	X	X																			X	X	X	X	X
2309	2500600288	3043 S 224TH ST	X	X	X	X	X	X	X																			X	X	X	X	X
2313	2500600292	3049 S 224TH ST	X	X	X	X	X	X	X																			X	X	X	X	X
2314	2500600293	3057 S 224TH PL	X	X	X	X	X	X	X																			X	X	X	X	X
2316	2500600297	3059 S 224TH ST	X	X	X	X	X	X	X																			X	X	X	X	X
2320	2122049201	25350 PACIFIC HWY S									X	X	X	X	X	X		X	X	X	X						X		X	X	X	X
2323	2500600030	Information Unavailable												X	X													X				
2325	2500600300	3045 S 224TH PL	X	X	X	X	X	X	X																			X	X	X	X	X
2326	2500600301	22400 30TH AVE S	X	X	X	X	X	X	X																			X	X	X	X	X
2329	2500600304	Information Unavailable	X	X	X	X	X	X	X																			X	X	X	X	X
2334	2500600309	3048 S 225TH PL	X	X	X	X	X	X	X																			X	X	X	X	X
2336	2500600311	22606 30TH AVE S	X	X	X	X	X	X	X																			X	X	X	X	X
2337	2500600312	22604 30TH AVE S	X	X	X	X	X	X	X																			X	X	X	X	X
2338	2500600314	22400 30TH AVE S	X	X	X	X	X	X	X																			X	X	X	X	X
2341	2500600317	3057 S 225TH PL	X	X	X	X	X	X	X																			X	X	X	X	X
2344	2500600323	3030 S 227TH ST	X	X	X	X	X	X	X																			X	X	X	X	X
2345	2500600335	22850 30TH AVE S	X	X	X	X	X	X	X																			X	X	X	X	X
2346	2500600354	23032 30TH AVE S	X	X	X	X	X	X	X																			X	X	X	X	X
2347	2500600355	3027 S 231ST ST	X	X	X	X	X	X	X																			X	X	X	X	X
2348	2500600356	23112 30TH AVE S	X	X	X	X	X	X	X																			X	X	X	X	X
2349	2500600358	3026 S 231ST ST	X	X	X	X	X	X	X																			X	X	X	X	X
2350	2500600360	3020 S 232ND PL	X	X	X	X	X	X	X																			X	X	X	X	X
2351	2500600361	23116 30TH AVE S																									X	X	X	X	X	X

TABLE D4.1-1
Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	Preferred Alternative	KDM At-Grade Station Option	KDM I-5 Station Option	Landfill / Median Alignment Option	S 272nd Star Lake Elevated Station Option	S 317th Elevated Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	SR 99 Alternative	S 216th West Station Option	S 216th East Station Option	KDM HC Campus Station Option	KDM HC Campus Station Option From S 216th W. Station	KDM SR 99 East Station Option	KDM SR 99 Median Station Options	S 260th West Station Options	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	SR 99 to I-5 Alternative	S 216th West Station Option	S 216th East Station Option	Landfill / Median Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	I-5 to SR 99 Station Option	S 260th West Station Option	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option
2352	2500600362	23124 30TH AVE S																										X	X	X	X	X
2353	2500600363	3021 S 232ND PL	X	X	X	X	X	X	X	X																		X	X	X	X	X
2354	2500600364	3028 S 232ND PL	X	X	X	X	X	X	X	X																		X	X	X	X	X
2355	2500600365	23214 30TH AVE S	X	X	X	X	X	X	X	X																		X	X	X	X	X
2356	2500600366	23202 30TH AVE S	X	X	X	X	X	X	X	X																		X	X	X	X	X
2357	2500600367	3029 S 232ND PL	X	X	X	X	X	X	X	X																		X	X	X	X	X
2358	2500600370	23226 30TH AVE S	X	X	X	X	X	X	X	X																		X	X	X	X	X
2359	2500600395	23408 30TH AVE S	X			X	X	X	X	X																		X	X	X	X	X
2360	2500600396	23410 30TH AVE S	X			X	X	X	X	X																		X	X	X	X	X
2361	2500600400	Information Unavailable																										X	X	X	X	X
2363	2500600410	23448 30TH AVE S																				X	X	X	X	X	X	X	X	X	X	X
2364	2500600411	23444 30TH AVE S		X	X																	X	X	X	X	X	X	X	X	X	X	X
2365	2500600415	23454 30TH AVE S	X		X	X	X	X	X	X												X	X	X	X	X	X	X	X	X	X	X
2366	2500600416	Information Unavailable	X		X	X	X	X	X	X												X	X	X	X	X	X					
2367	2500600417	23452 30TH AVE S	X		X	X	X	X	X	X												X	X	X	X	X	X	X	X	X	X	X
2368	2500600418	23529 30TH AVE S	X	X	X	X	X	X	X	X												X	X	X	X	X	X					
2369	2500600419	23608 30TH AVE S	X		X	X	X	X	X	X												X	X	X	X	X	X					
2370	2500600420	23458 30TH AVE S	X		X	X	X	X	X	X												X	X	X	X	X	X					
2371	2500600425	23634 30TH AVE S	X		X	X	X	X	X	X												X	X	X	X	X	X					
2372	2500600430	23656 30TH AVE S			X																	X	X	X	X	X	X					
2373	2500600435	23820 30TH AVE S	X		X	X	X	X	X	X												X	X	X	X	X	X					
2374	2500600436	23810 30TH AVE S			X																	X	X	X	X	X	X					
2375	2500600440	23828 30TH AVE S	X		X	X	X	X	X	X												X	X	X	X	X	X					
2376	2500600441	23850 30TH AVE S	X			X	X	X	X	X												X	X	X	X	X	X					
2377	2500600445	3030 S 240TH ST		X		X																X	X	X	X	X	X					
2378	2500600446	3012 S 240TH ST	X			X	X	X	X	X																						
2379	2500600447	23854 30TH AVE S	X			X	X	X	X	X																						
2380	2500600450	23250 PACIFIC HWY S	X			X	X	X	X	X					X							X	X	X	X	X	X					
2381	2500600455	23250 PACIFIC HWY S	X			X	X	X	X	X					X							X	X	X	X	X	X					
2382	2500600460	23250 PACIFIC HWY S	X			X	X	X	X	X					X							X	X	X	X	X	X					
2383	2500600465	23418 PACIFIC HWY S	X			X	X	X	X	X					X	X						X	X	X	X	X	X					
2384	2500600480	23428 PACIFIC HWY S	X			X	X	X	X	X					X	X						X	X	X	X	X	X	X	X	X	X	X
2385	2500600481	23427 30TH AVE S	X			X	X	X	X	X					X							X	X	X	X	X	X	X	X	X	X	X
2386	2500600485	23440 PACIFIC HWY S	X			X	X	X	X	X					X													X	X	X	X	X
2387	2500600486	23431 30TH AVE S	X			X	X	X	X	X					X							X	X	X	X	X	X	X	X	X	X	X
2388	2500600490	23453 30TH AVE S	X			X	X	X	X	X					X							X	X	X	X	X	X	X	X	X	X	X
2389	2500600491	23446 PACIFIC HWY S	X			X	X	X	X	X					X													X	X	X	X	X

TABLE D4.1-1
Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	Preferred Alternative	KDM At-Grade Station Option	KDM I-5 Station Option	Landfill Median Alignment Option	S 272nd Star Lake Elevated Station Option	S 317th Elevated Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	SR 99 Alternative	S 216th West Station Option	S 216th East Station Option	KDM HC Campus Station Option	KDM HC Campus Station Option From S 216th W Station	KDM SR 99 East Station Option	KDM SR 99 Median Staion Options	S 260th West Station Options	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	SR 99 to I-5 Alternative	S 216th West Station Option	S 216th East Station Option	Landfill Median Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	I-5 to SR 99 Alternative	S 260th West Station Option	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	
2390	2500600495	23453 30TH AVE S	X			X	X	X	X	X					X							X	X	X	X	X	X	X	X	X	X	X	X
2391	2500600497	23610 PACIFIC HWY S	X			X	X	X	X	X	X	X	X		X		X	X	X	X	X							X	X	X	X	X	X
2392	2500600505	23634 PACIFIC HWY S	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X
2393	2500600506	23634 30TH AVE S	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X
2394	2500600515	23634 PACIFIC HWY S	X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X
2395	2500600520	23646 PACIFIC HWY S	X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X
2396	2500600525	23647 30TH AVE S	X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X
2397	2500600530	23800 PACIFIC HWY S	X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X
2398	2500600531	23700 PACIFIC HWY S	X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X
2399	2500600535	23810 PACIFIC HWY S	X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X
2400	2500600540	23820 PACIFIC HWY S	X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X
2401	2500600541	23826 PACIFIC HWY S													X	X												X	X	X	X	X	X
2402	2500600543	23829 30TH AVE S	X			X	X	X	X	X					X	X												X	X	X	X	X	X
2403	2500600555	2912 S 240TH ST	X			X	X	X	X	X					X	X												X	X	X	X	X	X
2404	2500600556	23928 PACIFIC HWY S													X	X												X	X	X	X	X	X
2405	2500600565	KENT-DES MOINES RD												X																			
2406	2500600585	23201 PACIFIC HWY S									X	X	X			X	X	X	X	X	X												
2407	2500600590	23221 PACIFIC HWY S									X	X	X			X	X	X	X	X	X												
2408	2500600600	23241 PACIFIC HWY S									X	X	X			X	X	X	X	X	X												
2409	2500600601	23231 PACIFIC HWY S									X	X	X			X	X	X	X	X	X												
2410	2500600605	23311 PACIFIC HWY S									X	X	X			X	X	X	X	X	X												
2412	2500600610	23321 PACIFIC HWY S									X	X	X			X	X	X	X	X	X												
2413	2500600611	23261 PACIFIC HWY S									X	X	X				X	X	X	X	X												
2415	2500600615	23405 PACIFIC HWY S									X	X	X			X	X	X	X	X	X												
2416	2500600620	23409 PACIFIC HWY S									X	X	X				X	X	X	X	X												
2417	2500600622	23407 PACIFIC HWY S									X	X	X			X	X	X	X	X	X												
2418	2500600630	23419 PACIFIC HWY S									X	X	X				X	X	X	X	X												
2419	2500600640	23439 PACIFIC HWY S									X	X	X				X	X	X	X	X												
2420	2500600641	23607 PACIFIC HWY S									X	X	X	X	X		X	X	X	X	X												
2421	2500600650	23609 PACIFIC HWY S									X	X	X	X	X		X	X	X	X	X												
2422	2500600655	23625 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X												
2423	2500600660	23627 PACIFIC HWY S	X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												
2424	2500600665	23639 28TH AVE S									X	X	X	X	X		X	X	X	X	X												
2425	2500600670	23647 PACIFIC HWY S									X	X	X	X	X		X	X	X	X	X												
2426	2500600675	23655 PACIFIC HWY S									X	X	X	X	X		X	X	X	X	X												
2427	2500600677	23653 PACIFIC HWY S									X	X	X	X	X		X	X	X	X	X												
2428	2500600680	23835 PACIFIC HWY S									X	X	X	X	X		X	X	X	X	X												

TABLE D4.1-1
Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	Preferred Alternative	KDM At-Grade Station Option	KDM I-5 Station Option	Landfill Median Alignment Option	S 272nd Star Lake Elevated Station Option	S 317th Elevated Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	SR 99 Alternative	S 216th West Station Option	S 216th East Station Option	KDM HC Campus Station Option	KDM HC Campus Station Option From S 216th W. Station	KDM SR 99 East Station Option	KDM SR 99 Median Station Options	S 260th West Station Options	S 260th East Station Optino	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	SR 99 to I-5 Alternative	S 216th West Station Option	S 216th East Station Option	Landfill Median Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	I-5 to SR 99 Alternative	S 260th West Station Option	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option			
2429	2500600701	23839 PACIFIC HWY S									X	X	X	X	X		X	X	X	X	X														
2430	2500600705	23845 PACIFIC HWY S									X	X	X	X	X		X	X	X	X	X														
2447	2503000040	1453 S 308TH ST									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X		
2448	2558170010	30504 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X		
2497	2724200225	Information Unavailable	X	X	X	X	X	X	X	X																			X	X	X	X	X	X	
2498	2724200376	3115 S 218TH ST	X	X	X	X	X	X	X	X																			X	X	X	X	X	X	
2499	2724200389	Information Unavailable	X	X	X	X	X	X	X	X																			X	X	X	X	X	X	
2500	2724200390	3118 S 219TH ST	X	X	X	X	X	X	X	X																			X	X	X	X	X	X	
2501	2724200445	21832 31ST AVE S	X	X	X	X	X	X	X	X																			X	X	X	X	X	X	
2502	2724200460	21824 31ST AVE S	X	X	X	X	X	X	X	X																			X	X	X	X	X	X	
2503	2724200475	21820 31ST AVE S	X	X	X	X	X	X	X	X																			X	X	X	X	X	X	
2504	2724200490	21810 31ST AVE S	X	X	X	X	X	X	X	X																			X	X	X	X	X	X	
2505	2724200495	21804 31ST AVE S	X	X	X	X	X	X	X	X																			X	X	X	X	X	X	
2506	2724200525	3121 31ST AVE S	X	X	X	X	X	X	X	X																			X	X	X	X	X	X	
2507	2724200545	21614 31ST AVE S	X	X	X	X	X	X	X	X																			X	X	X	X	X	X	
2508	2724200570	21632 31ST AVE S	X	X	X	X	X	X	X	X																			X	X	X	X	X	X	
2509	2724200600	21636 31ST AVE S	X	X	X	X	X	X	X	X																			X	X	X	X	X	X	
2510	2724200615	21634 31ST AVE S	X	X	X	X	X	X	X	X																			X	X	X	X	X	X	
2511	2724200625	21620 31ST AVE S	X	X	X	X	X	X	X	X																			X	X	X	X	X	X	
2563	2724201700	21814 PACIFIC HWY S											X											X											
2564	2724201790	21814 PACIFIC HWY S											X											X											
2565	2724201800	21901 28TH PL S											X											X											
2597	2822049011	26620 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X	X	
2599	2822049016	Information Unavailable	X	X	X	X	X	X	X	X												X	X	X	X	X	X								
2600	2822049017	Information Unavailable	X	X	X	X	X	X	X	X																									
2606	2822049033	26809 PACIFIC HWY S									X	X	X	X	X	X	X	X			X								X	X				X	
2614	2822049050	25626 PACIFIC HWY S																X													X				
2616	2822049053	26460 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X	X	
2617	2822049056	27020 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X	X	
2619	2822049062	26454 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X	X	
2620	2822049063	Information Unavailable									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X	X	
2621	2822049064	27030 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X	X	
2623	2822049068	25619 PACIFIC HWY S															X													X					
2627	2822049075	Information Unavailable	X	X	X	X	X	X	X	X												X	X	X	X	X	X								
2630	2822049082	3019 S 256TH ST	X	X	X	X	X	X	X	X												X	X	X	X	X	X								
2633	2822049088	25700 25TH LN S																X													X				
2651	2822049123	25802 25TH LN S																X													X				

TABLE D4.1-1
Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	Preferred Alternative	KDM At-Grade Station Option	KDM I-5 Station Option	Landfill Median Alignment Option	S 272nd Star Lake Elevated Station Option	S 317th Elevated Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	SR 99 Alternative	S 216th West Station Option	S 216th East Station Option	KDM HC Campus Station Option	KDM HC Campus Station Option From S 216th W. Station	KDM SR 99 East Station Option	KDM SR 99 Median Station Option	S 260th West Station Options	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	SR 99 to I-5 Alternative	S 216th West Station Option	S 216th East Station Option	Landfill Median Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	I-5 to SR 99 Alternative	S 260th West Station Option	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option
2659	2822049140	26215 PACIFIC HWY S															X											X				
2669	2822049154	27050 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X
2671	2822049156	26010 S 260TH ST									X	X	X	X	X	X		X	X	X								X		X	X	X
2674	2822049162	25925 PACIFIC HWY S									X	X	X	X	X	X	X		X	X								X	X		X	X
2679	2822049175	24803 42ND AVE S	X	X	X	X	X	X	X													X	X	X	X	X	X					
2691	2822049191	26401 PACIFIC HWY S									X	X	X	X	X	X	X				X							X	X			X
2692	2822049196	26802 28TH AVE S	X	X	X	X	X	X	X	X												X	X	X	X	X	X					
2693	2822049197	26810 28TH AVE S	X	X	X	X	X	X	X	X												X	X	X	X	X	X					
2694	2822049198	26818 28TH AVE S	X	X	X	X	X	X	X	X												X	X	X	X	X	X					
2695	2822049199	26826 28TH AVE S	X	X	X	X	X	X	X	X												X	X	X	X	X	X					
2701	2822049207	24803 42ND AVE S																				X	X	X	X	X	X					
2703	2822049211	26211 PACIFIC HWY S															X												X			
2704	2822049212	25914 PACIFIC HWY S									X	X	X	X	X	X		X	X	X								X		X	X	X
2705	2822049214	26225 PACIFIC HWY S															X												X			
2706	2822049217	26015 PACIFIC HWY S															X												X			
2708	2822049219	26005 PACIFIC HWY S															X												X			
2712	2822049230	3019 SOUTH 256TH ST	X	X	X	X	X	X	X	X												X	X	X	X	X	X					
2715	2822049234	Information Unavailable									X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
2716	2822049235	25901 PACIFIC HWY S																X												X		
2717	2822049236	Information Unavailable									X	X	X	X	X	X		X	X	X								X		X	X	X
2718	2822049237	Information Unavailable									X	X	X	X	X	X		X	X	X								X		X	X	X
2724	2822049244	25960 PACIFIC HWY S															X													X		
2725	2822049245	25940 PACIFIC HWY S									X	X	X	X	X	X	X		X	X								X	X		X	X
2726	2822049246	25915 PACIFIC HWY S									X	X	X	X	X	X	X		X	X								X	X		X	X
2729	2822049251	Information Unavailable															X													X		
2760	2908900220	26832 27TH PL S																				X	X	X	X	X	X					
2761	2908900230	26834 27TH PL S																				X	X	X	X	X	X					
2765	2936600005	Information Unavailable	X	X	X	X	X	X	X	X												X	X	X	X	X	X					
2771	3040200005	29305 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X
2772	3040200025	29411 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X
2773	3040200055	29521 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X
2774	3040200060	29531 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X
2775	3040200065	29208 PACIFIC HWY S									X	X	X	X	X	X	X				X							X	X	X		X
2776	3040200070	29314 PACIFIC HWY S									X	X	X	X	X	X	X				X							X	X	X		X
2781	3040200081	29404 PACIFIC HWY S									X	X	X	X	X	X	X	X			X							X	X	X		X
2848	3222049011	1560 S 284TH ST																	X												X	
2849	3222049014	28611 16TH AVE S																	X												X	

TABLE D4.1-1
Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	Preferred Alternative	KDM At-Grade Station Option	KDM I-5 Station Option	Landfill Median Alignment Option	S 272nd Star Lake Elevated Station Option	S 317th Elevated Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	SR 99 Alternative	S 216th West Station Option	S 216th East Station Option	KDM HC Campus Station Option	KDM HC Campus Station Option From S 216th W. Station	KDM SR 99 East Station Option	KDM SR 99 Median Station Options	S 260th West Station Options	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	SR 99 to I-5 Alternative	S 216th West Station Option	S 216th East Station Option	Landfill Median Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	I-5 to SR 99 Alternative	S 260th West Station Option	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	
2877	3222049142	1560 S 284TH ST																		X												X	
3014	3259500000	22810 30TH AVE S	X	X	X	X	X	X	X	X																			X	X	X	X	X
3021	3322049012	27454 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
3024	3322049025	2930 S 284TH ST																				X	X	X	X	X	X						
3056	3322049039	1719 S 282ND PL									X	X	X	X	X	X	X	X	X		X								X	X	X		X
3057	3322049040	28303 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
3058	3322049041	28425 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
3061	3322049048	28405 18TH AVE S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
3065	3322049062	28313 PACIFIC HWY S																		X												X	
3067	3322049069	Information Unavailable	X	X	X	X	X	X	X	X												X	X	X	X	X	X						
3070	3322049076	27202 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
3075	3322049085	28405 18TH AVE S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
3077	3322049089	2726 S STAR LAKE RD	X	X	X	X	X	X	X	X												X	X	X	X	X	X						
3079	3322049092	28425 18TH AVE S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
3086	3322049102	Information Unavailable	X	X	X	X	X	X	X	X												X	X	X	X	X	X						
3091	3322049119	28722 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
3092	3322049120	28323 PACIFIC HWY S																		X											X		
3102	3322049132	28727 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
3121	3322049157	28606 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
3122	3322049158	28717 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
3141	3322049198	28400 16TH AVE S																		X											X		
3151	3322049213	28620 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
3235	3445000115	20313 28TH AVE S	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3241	3445000135	20400 INTERNATIONAL BLVD	X	X	X	X	X	X	X	X																			X	X	X	X	X
3242	3445000140	Information Unavailable	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3243	3445000141	20425 28TH AVE S	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3248	3445000155	2703 S 205TH PL	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3252	3445000195	20626 INTERNATIONAL BLVD																											X	X	X	X	X
3253	3445000215	20636 INTERNATIONAL BLVD	X	X	X	X	X	X	X	X																			X	X	X	X	X
3254	3445000216	20657 INTERNATIONAL BLVD																											X	X	X	X	X
3255	3445000226	20717 INTERNATIONAL BLVD									X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						
3256	3445000228	20700 INTERNATIONAL BLVD									X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						
3391	3601800115	Information Unavailable									X	X	X	X	X	X	X	X	X	X	X								X		X	X	X
3393	3601800160	24615 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
3394	3601800165	24619 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
3395	3601800170	24635 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
3396	3601800210	24641 PACIFIC HWY S									X	X	X		X	X	X	X	X	X	X								X	X	X	X	X

TABLE D4.1-1
Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	Preferred Alternative	KDM At-Grade Station Option	KDM I-5 Station Option	Landfill Median Alignment Option	S 272nd Star Lake Elevated Station Option	S 317th Elevated Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	SR 99 Alternative	S 216th West Station Option	S 216th East Station Option	KDM HC Campus Station Option	KDM HC Campus Station Option From S 216th W Station	KDM SR 99 East Station Option	KDM SR 99 Median Staion Options	S 260th West Station Options	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	SR 99 to I-5 Alternative	S 216th West Station Option	S 216th East Station Option	Landfill Median Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	I-5 to SR 99 Alternative	S 260th West Station Option	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	
3397	3601800295	24645 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
3398	3601800320	24635 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
3444	3602400154	24401 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
3445	3602400160	24415 PACIFIC HWY S												X	X			X											X	X	X	X	X
3446	3602400163	24425 PACIFIC HWY S															X																
3447	3602400166	24433 PACIFIC HWY S																															
3448	3602400178	24441 PACIFIC HWY S												X	X			X															
3449	3602400182	24443 PACIFIC HWY S												X	X			X											X	X	X	X	X
3450	3322049221	Information Unavailable									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
3459	3602400186	24453 PACIFIC HWY S															X												X	X	X	X	X
3463	3602400245	24430 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
3464	3603000005	24202 PACIFIC HWY S									X	X	X	X	X		X	X	X	X	X												
3465	3603000024	24215 PACIFIC HWY S									X	X	X	X	X		X	X	X	X	X												
3466	3603000030	24225 PACIFIC HWY S												X	X		X																
3467	3603000032	24325 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
3517	3603600530	2803 S 240TH ST												X	X																		
3518	3603600540	2809 S 240TH ST												X	X																		
3519	3603600565	24101 PACIFIC HWY S									X	X	X	X	X		X	X	X	X	X												
3615	3674400167	29928 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
3806	4013200006	30432 MILITARY RD S	X	X	X	X	X	X	X	X												X	X	X	X	X	X						
4130	4181200430	26285 PACIFIC HWY S									X	X	X	X	X	X	X	X			X								X	X			X
4159	4181200720	Information Unavailable									X	X	X	X	X	X	X	X			X								X	X			X
4525	5083000030	Information Unavailable																											X	X	X	X	X
4526	5083000040	Information Unavailable	X	X	X	X	X	X	X	X																			X	X	X	X	X
4527	5083000045	Information Unavailable	X	X	X	X	X	X	X	X																			X	X	X	X	X
4528	5083000050	Information Unavailable	X	X	X	X	X	X	X	X																			X	X	X	X	X
4529	5083000055	Information Unavailable	X	X	X	X	X	X	X	X																			X	X	X	X	X
4530	5083000060	Information Unavailable	X	X	X	X	X	X	X	X																			X	X	X	X	X
4531	5083000065	Information Unavailable	X	X	X	X	X	X	X	X																			X	X	X	X	X
4532	5083000070	21203 30TH AVE S	X	X	X	X	X	X	X	X																			X	X	X	X	X
4533	5083000075	21203 32ND AVE S	X	X	X	X	X	X	X	X																			X	X	X	X	X
4538	5083000100	21239 32ND AVE S																											X	X	X	X	X
4539	5083000105	21243 32ND AVE S	X	X	X	X	X	X	X	X																			X	X	X	X	X
4550	5083000255	Information Unavailable	X	X	X	X	X	X	X	X																			X	X	X	X	X
4551	5083000260	3120 S 211TH ST	X	X	X	X	X	X	X	X																			X	X	X	X	X
4552	5083000265	3112 S 211TH ST	X	X	X	X	X	X	X	X																							
4591	5083100010	Information Unavailable	X	X	X	X	X	X	X	X																			X	X	X	X	X

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	Preferred Alternative	KDM At-Grade Station Option	KDM I-5 Station Option	Landfill Median Alignment Option	S 272nd Star Lake Elevated Station Option	S 317th Elevated Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	SR 99 Alternative	S 216th West Station Option	S 216th East Station Option	KDM HC Campus Station Option	KDM HC Campus Station Option From S 216th W. Station	KDM SR 99 East Station Option	KDM SR 99 Median Staion Options	S 260th West Station Options	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	SR 99 to I-5 Alternative	S 216th West Station Option	S 216th East Station Option	Landfill Median Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	I-5 to SR 99 Alternative	S 260th West Station Option	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	
4592	5083100015	3129 S 211TH ST	X	X	X	X	X	X	X	X																			X	X	X	X	X
4602	5083100065	21149 32ND AVE S	X	X	X	X	X	X	X	X																			X	X	X	X	X
4603	5083100070	21143 32ND AVE S	X	X	X	X	X	X	X	X																			X	X	X	X	X
4604	5083100075	Information Unavailable	X	X	X	X	X	X	X	X																			X	X	X	X	X
4605	5083100080	Information Unavailable	X	X	X	X	X	X	X	X																			X	X	X	X	X
4606	5083100085	Information Unavailable	X	X	X	X	X	X	X	X																			X	X	X	X	X
4607	5083100090	Information Unavailable	X	X	X	X	X	X	X	X																			X	X	X	X	X
4645	5160000070	27610 27TH AVE S	X	X	X	X	X	X	X	X																							
4647	5160000090	2707 S 276TH PL	X	X	X	X		X	X	X																							
4648	5160000100	2710 S 276TH PL	X	X	X	X		X	X	X																							
4726	5162100270	29045 15TH PL S																		X												X	
4855	5514600097	3040 S 224TH	X	X	X	X	X	X	X	X																							
4856	5514600100	3150 S 224TH ST	X	X	X	X	X	X	X	X																			X	X	X	X	X
4965	5514000010	24050 PACIFIC HWY S	X			X	X	X	X	X					X							X	X	X	X	X	X	X	X	X	X	X	X
4966	5514000020	Information Unavailable	X	X		X	X	X	X	X												X	X	X		X	X						
4967	5514000030	Information Unavailable	X	X		X	X	X	X	X	X	X	X		X	X		X	X	X	X	X	X	X		X	X	X	X	X	X	X	X
4968	5514000040	Information Unavailable		X							X	X	X		X	X		X	X	X	X								X	X	X	X	X
4969	5514000050	24130 PACIFIC HWY S			X										X														X	X	X	X	X
4970	5514000060	Information Unavailable	X	X		X	X	X	X	X												X	X	X	X	X	X						
4971	6073280000	22700 30TH AVE S	X	X	X	X	X	X	X	X																			X	X	X	X	X
5006	6600490350	26722 19TH AVE S									X	X	X	X	X	X	X	X			X								X	X			X
5007	6453450000	29645 18TH AVE S									X	X	X	X	X	X	X	X			X								X	X	X		X
5200	7204800004	2409 S 273RD ST	X	X	X	X	X	X	X	X																							
5201	7204800010	2450 S STAR LAKE RD	X	X	X	X	X	X	X	X												X	X	X	X	X	X						
5203	7204800017	31405 18TH AVE S	X	X	X	X	X	X	X	X																							
5210	7204800068	2411 S 272ND ST	X	X	X	X	X	X	X	X																							
5216	7204800164	27818 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
5218	7204800166	27824 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
5219	7204800167	27802 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
5226	7204800185	27600 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
5227	7204800186	27606 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
5228	7204800188	27614 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
5229	7204800190	27634 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
5230	7204800195	27721 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
5231	7204800200	27830 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
5232	7204800202	27820 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
5233	7204800204	27741 PACIFIC HWY S									X	X	X	X	X	X	X	X	X		X								X	X	X		X

TABLE D4.1-1
Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	Preferred Alternative	KDM At-Grade Station Option	KDM I-5 Station Option	Landfill Median Alignment Option	S 272nd Star Lake Elevated Station Option	S 317th Elevated Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	SR 99 Alternative	S 216th West Station Option	S 216th East Station Option	KDM HC Campus Station Option	KDM HC Campus Station Option From S 216th W. Station	KDM SR 99 East Station Option	KDM SR 99 Median Station Options	S 260th West Station Options	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	SR 99 to I-5 Alternative	S 216th West Station Option	S 216th East Station Option	Landfill Median Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	I-5 to SR 99 Alternative	S 260th West Station Option	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	
5234	7204800210	27900 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X		X
5262	7205400125	27905 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
5263	7205400130	28001 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
5420	7260200005	Information Unavailable	X	X			X	X	X	X																							
5421	7260200010	Information Unavailable	X	X		X	X	X	X	X																							
5430	7263200025	30012 MILITARY RD S	X	X	X	X	X	X	X	X												X	X	X	X	X	X	X					
5433	7205810000	28606 16TH AVE S									X	X	X	X	X	X	X	X	X	X	X								X	X	X		X
5482	7303200490	3007 S 284TH ST																				X	X	X	X	X	X	X					
5483	7303200500	Information Unavailable	X	X	X	X	X	X	X	X																							
5550	7205610000	28418 16TH AVE S																		X												X	
5847	7466900040	28635 26TH AVE S	X	X	X	X	X	X	X	X																							
6013	7682800005	26705 PACIFIC HWY S									X	X	X	X	X	X	X	X			X								X	X			X
6017	7682800025	26475 PACIFIC HWY S																X												X			
6018	7682800030	26429 PACIFIC HWY S									X	X	X	X	X	X	X	X			X								X	X			X
6019	7682800035	26421 PACIFIC HWY S									X	X	X	X	X	X	X	X			X								X	X			X
6020	7682800045	Information Unavailable									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
6021	7682800050	26420 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
6022	7682800055	26430 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
6023	7682800060	26448 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
6024	7682800065	26632 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
6025	7682800070	Information Unavailable									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
6026	7682800075	26650 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
6029	7682800095	26830 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
6030	7682800096	27000 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
6031	7682800100	26820 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
6042	7682800185	2600 S 272ND ST	X	X	X	X	X	X	X	X												X	X	X	X	X	X	X					
6043	7682800195	2526 S 272ND ST	X	X	X	X	X	X	X	X																							
6047	7682800207	2411 S 272ND ST	X	X	X	X	X	X	X	X																							
6119	7790000005	3101 S 240TH ST	X	X		X	X	X	X	X												X	X	X	X	X	X	X					
6210	7853600186	31130 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
6212	7853600200	31014 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
6221	7853600240	30814 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
6287	7682800077	Information Unavailable									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
6297	7876800010	28617 16TH AVE S																		X													X
6298	7876800020	28625 16TH AVE S																		X													X
6299	7876800030	28631 16TH AVE S																		X													X
6300	7876800040	28639 16TH AVE S																		X													X

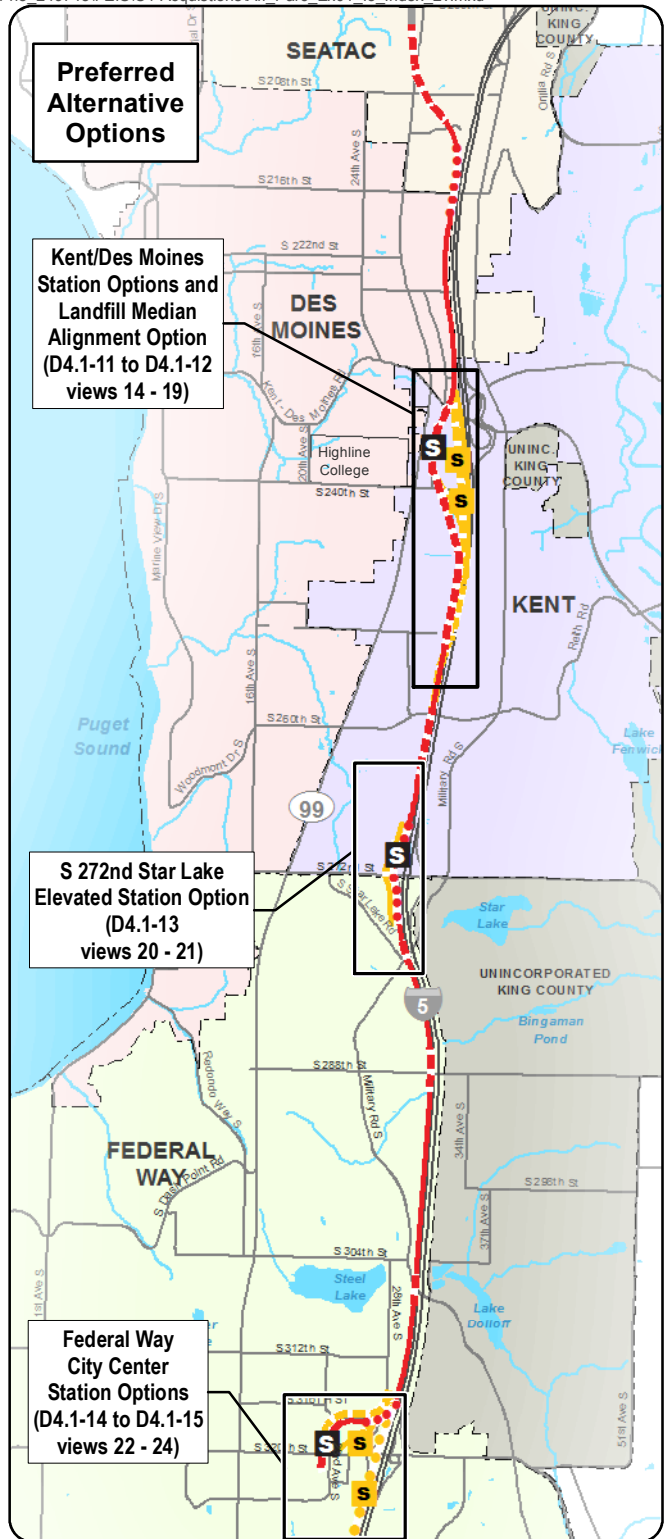
TABLE D4.1-1
Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	Preferred Alternative	KDM At-Grade Station Option	KDM I-5 Station Option	Landfill Median Alignment Option	S 272nd Star Lake Elevated Station Option	S 317th Elevated Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	SR 99 Alternative	S 216th West Station Option	S 216th East Station Option	KDM HC Campus Station Option	KDM HC Campus Station Option From S 216th W. Station	KDM SR 99 East Station Option	KDM SR 99 Median Station Options	S 260th West Station Options	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	SR 99 to I-5 Alternative	S 216th West Station Option	S 216th East Station Option	Landfill Median Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	I-5 to SR 99 Alternative	S 260th West Station Option	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	
6301	7876800050	28641 16TH AVE S																		X												X	
6302	7876800060	28717 16TH AVE S																		X												X	
6303	7876800070	24420 43RD AVE S																		X												X	
6330	7876200000	28422 16TH AVE S																		X												X	
6331	7876210000	28426 16TH AVE S																		X												X	
6332	7876220000	28430 16TH AVE S																		X												X	
6464	7968200100	2721 S 275TH PL	X	X	X	X		X	X	X																							
6465	7968200110	2720 S 275TH PL	X	X	X	X		X	X	X																							
6466	7968200120	2718 S 275TH PL	X	X	X	X		X	X	X												X	X	X	X	X	X	X					
7112	8729920010	27400 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
7113	8729920020	27320 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
7114	8729920030	27300 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
7115	8729920040	Information Unavailable									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
7132	8944440000	28307 18TH AVE S									X	X	X	X	X	X	X	X	X		X								X	X	X		X
7211	9538200010	26002 PACIFIC HWY S																X													X		
7212	9538200020	26022 PACIFIC HWY S																X													X		
7213	9538200030	26100 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X		X	X	X
7215	9538200050	26200 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X		X	X	X
7216	9538200060	26210 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X		X	X	X
7217	9538200070	26108 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X		X	X	X
7218	9538200080	26136 PACIFIC HWY S									X	X	X	X	X	X	X	X	X	X	X								X		X	X	X
7219	9538200090	26238 PACIFIC HWY S																X	X												X	X	
7220	9538200100	Information Unavailable									X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X
7374	9443000000	2912 S 240TH ST			X											X	X												X	X	X	X	X
7385	092104TRCT	Information Unavailable																				X	X	X	X	X	X						
7397	290890TRCT	Information Unavailable	X	X	X	X	X	X	X	X												X	X	X	X	X	X						
7396	290890TRCT	Information Unavailable	X	X	X	X	X	X	X	X																							
7421	516210TRCT	Information Unavailable																		X											X		
7441	796820TRCT	Information Unavailable	X	X	X	X	X	X	X	X																							
7472	0921049272	2302 S 320TH ST							X																	X							
7480	2423200020	2206 S 320TH ST	X	X	X	X	X	X																									
7481	2423200030	2202 S 320TH ST	X	X	X	X	X	X																									
7482	2423200040	2132 S 320TH ST	X	X	X	X	X	X																									
7494	7622400018	2233 S 320TH ST	X	X	X	X	X	X																									
7495	7622400019	2201 S COMMONS	X	X	X	X	X	X																									
7499	7978200525	32124 25TH AVE S							X																		X						
8000	7978200526	2500 S 320TH ST							X																		X						

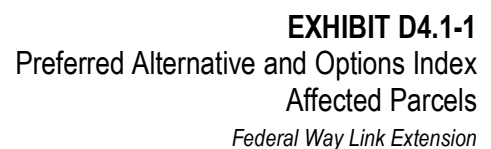
TABLE D4.1-1

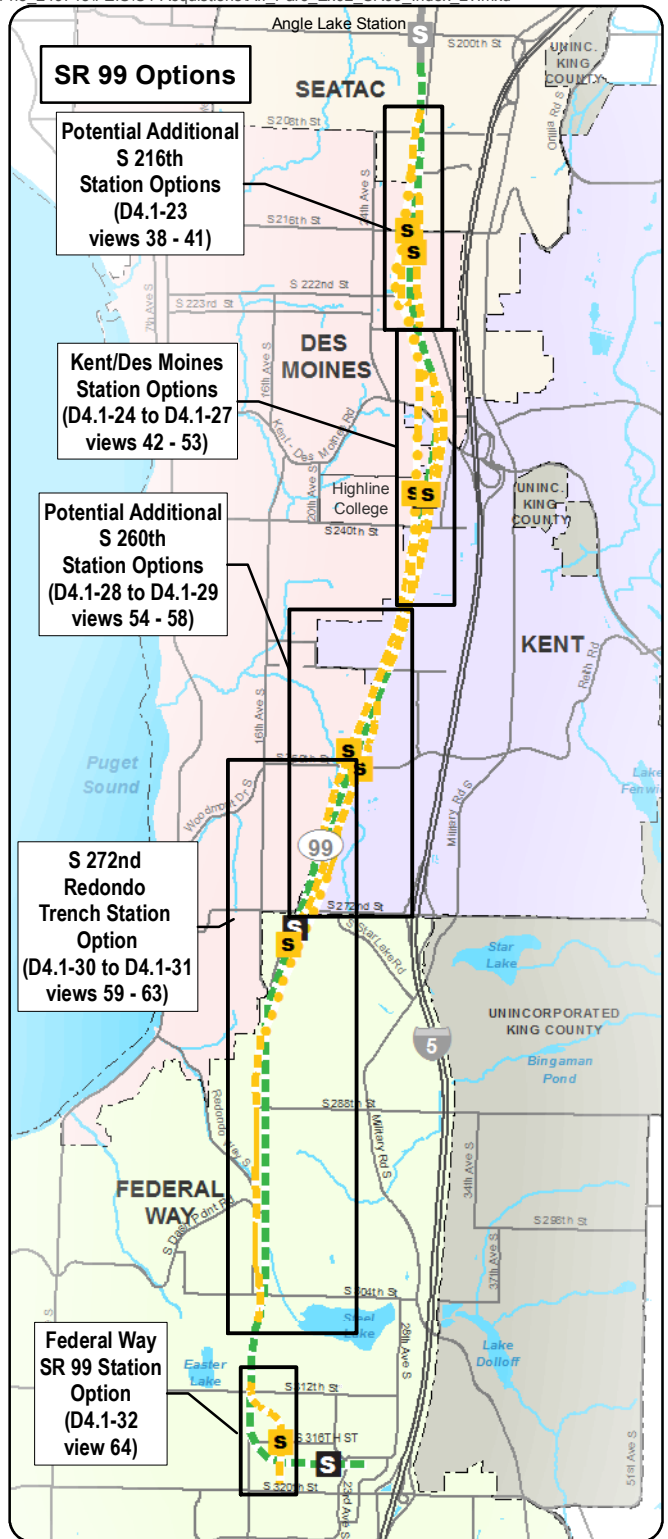
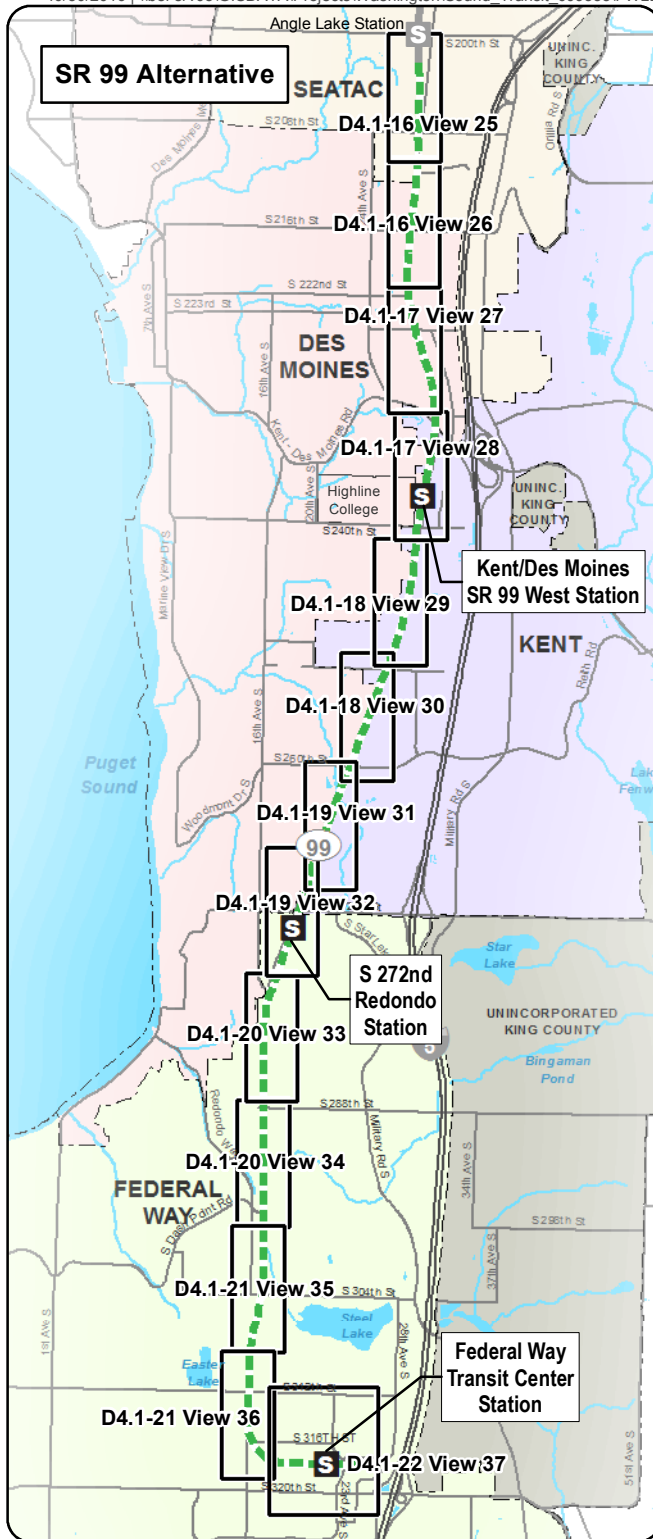
Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	Preferred Alternative	KDM At-Grade Station Option	KDM I-5 Station Option	Landfill Median Alignment Option	S 272nd Star Lake Elevated Station Option	S 317th Elevated Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	SR 99 Alternative	S 216th West Station Option	S 216th East Station Option	KDM HC Campus Station Option	KDM HC Campus Station Option From S 216th W Station	KDM SR 99 East Station Option	S 260th West Station Options	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	SR 99 to I-5 Alternative	S 216th West Station Option	S 216th East Station Option	Landfill Median Alignment Option	Federal Way I-5 Station Option	Federal Way S 320th P&R Station Option	I-5 to SR 99 Alternative	S 260th West Station Option	S 260th East Station Option	272nd Redondo Trench Station Option	Federal Way SR 99 Station Option	
8002	7978200540	32124 25TH AVE S							X																	X						
8019	1621049037	2041 S 324TH ST							X																	X						
8021	7978200550	2600 S 320TH ST							X																	X						



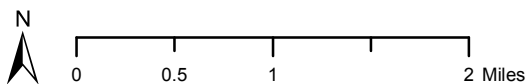
Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

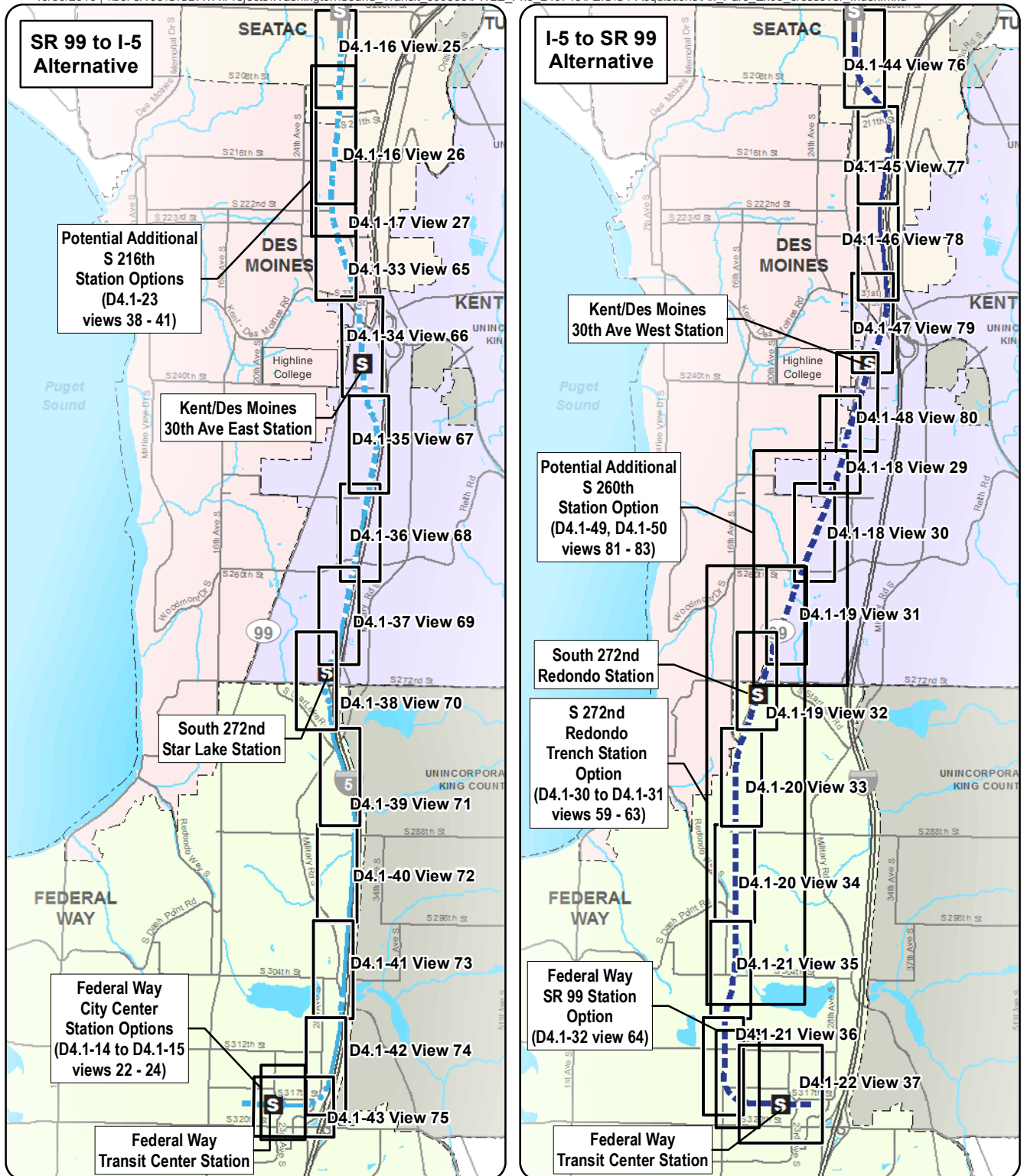




- | | | |
|--------------------------|------------------|-------------------|
| SR 99 Alternative | Options | --- City Boundary |
| — Elevated | — Elevated | — Street |
| S Station | — At-Grade | — Stream |
| | ••• Trench | Waterbody |
| | S Station | View Area |

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).



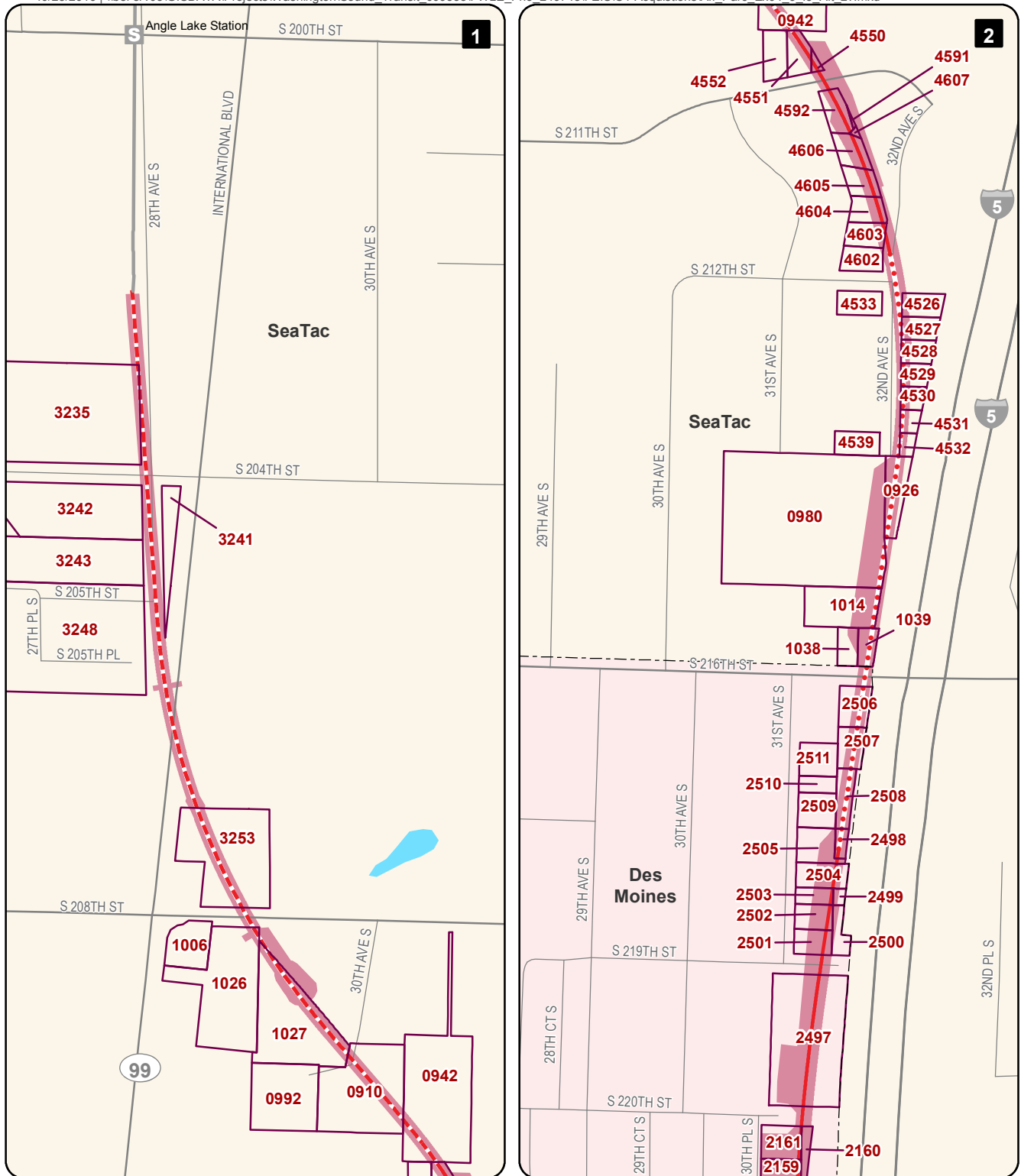


- | | | |
|---------------------------------|---------------------------------|-------------------|
| SR 99 to I-5 Alternative | I-5 to SR 99 Alternative | --- City Boundary |
| — Elevated | — Elevated | — Street |
| — At-Grade | — At-Grade | — Stream |
| ••• Trench | ••• Trench | Waterbody |
| S Station | S Station | View Area |

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).



EXHIBIT D4.1-3
 SR 99 to I-5 and I-5 to SR 99 Alternatives Indices
 Affected Parcels
 Federal Way Link Extension



LEGEND

Preferred Alternative

--- Elevated

— At-Grade

... Trench

S Station

--- City Boundary

— Street

— Stream

Waterbody

Park / Open Space

Permanent Footprint

Affected Parcel

Data Sources: King County, Cities of Des Moines, SeaTac (2015).

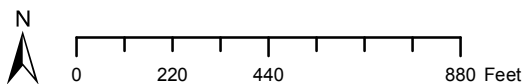
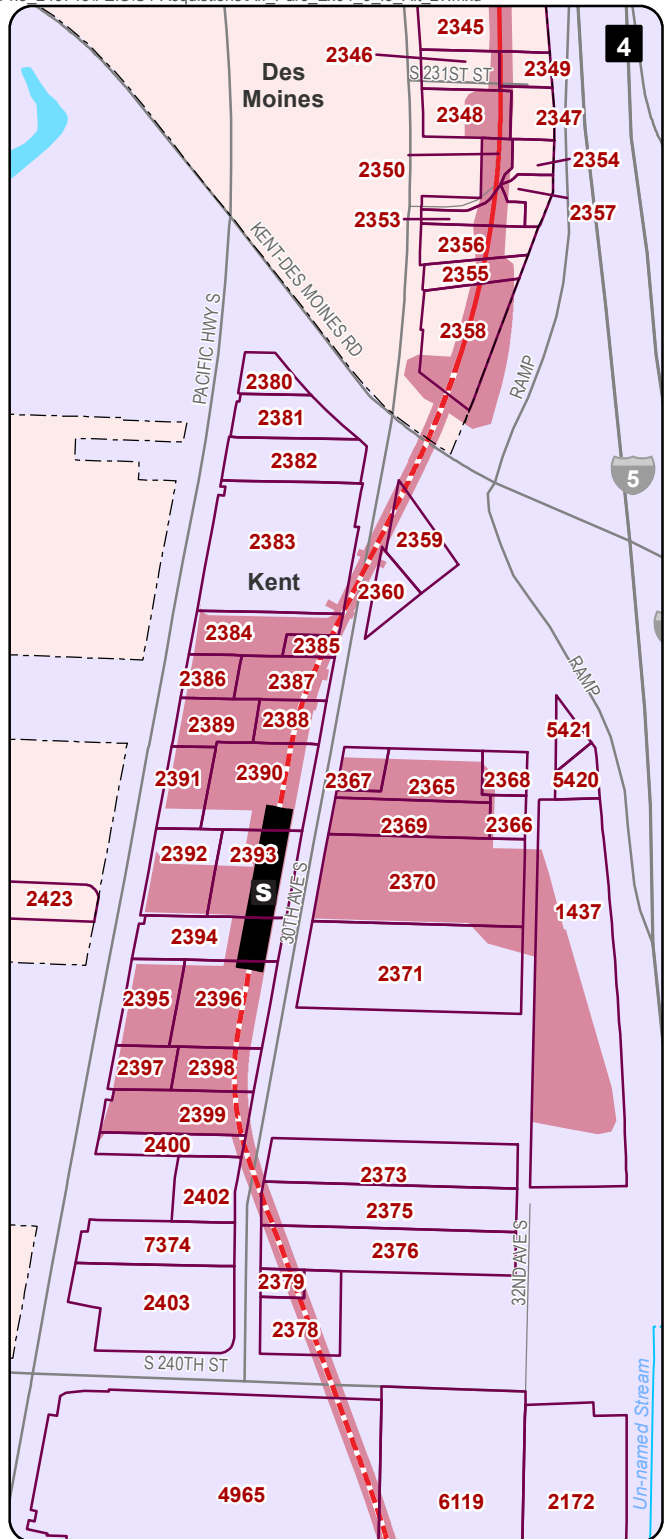
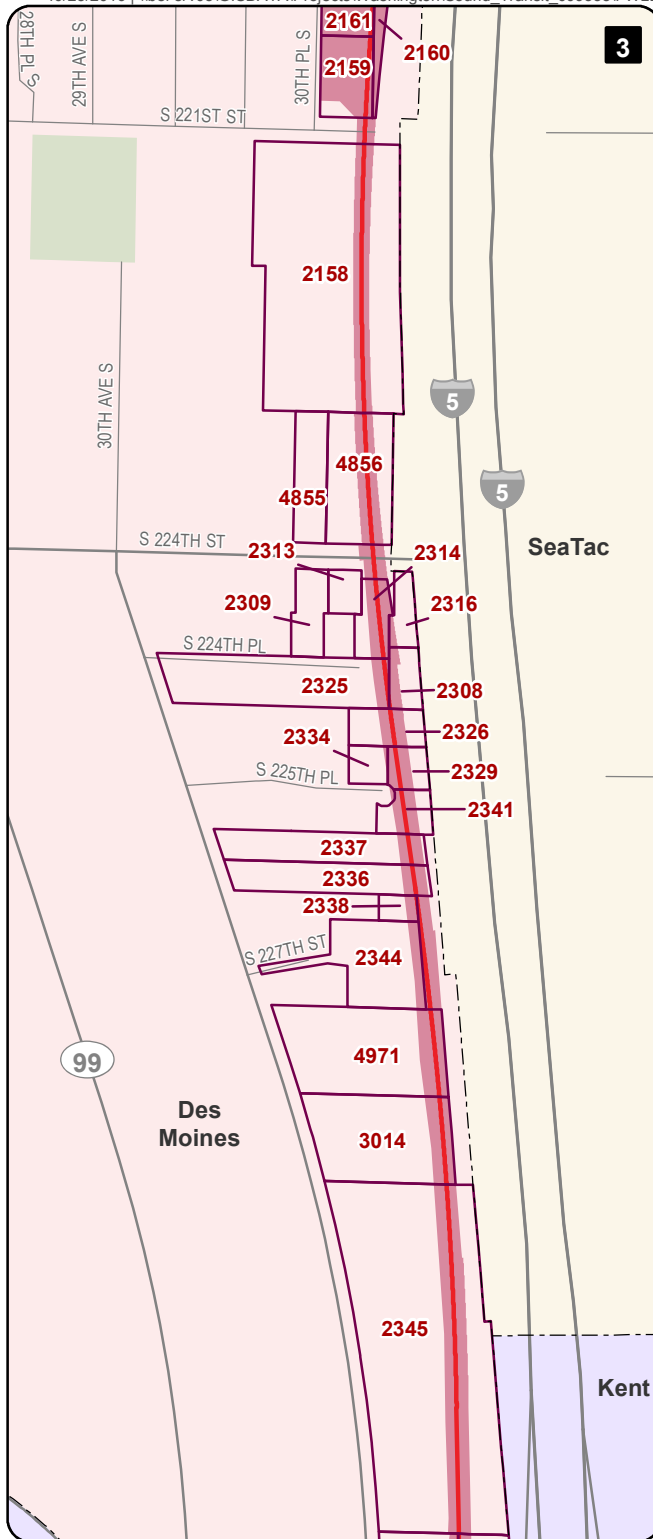


EXHIBIT D4.1-4
Preferred Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

Preferred Alternative

--- Elevated

--- At-Grade

... Trench

S Station

--- City Boundary

--- Street

--- Stream

Waterbody

Park / Open Space

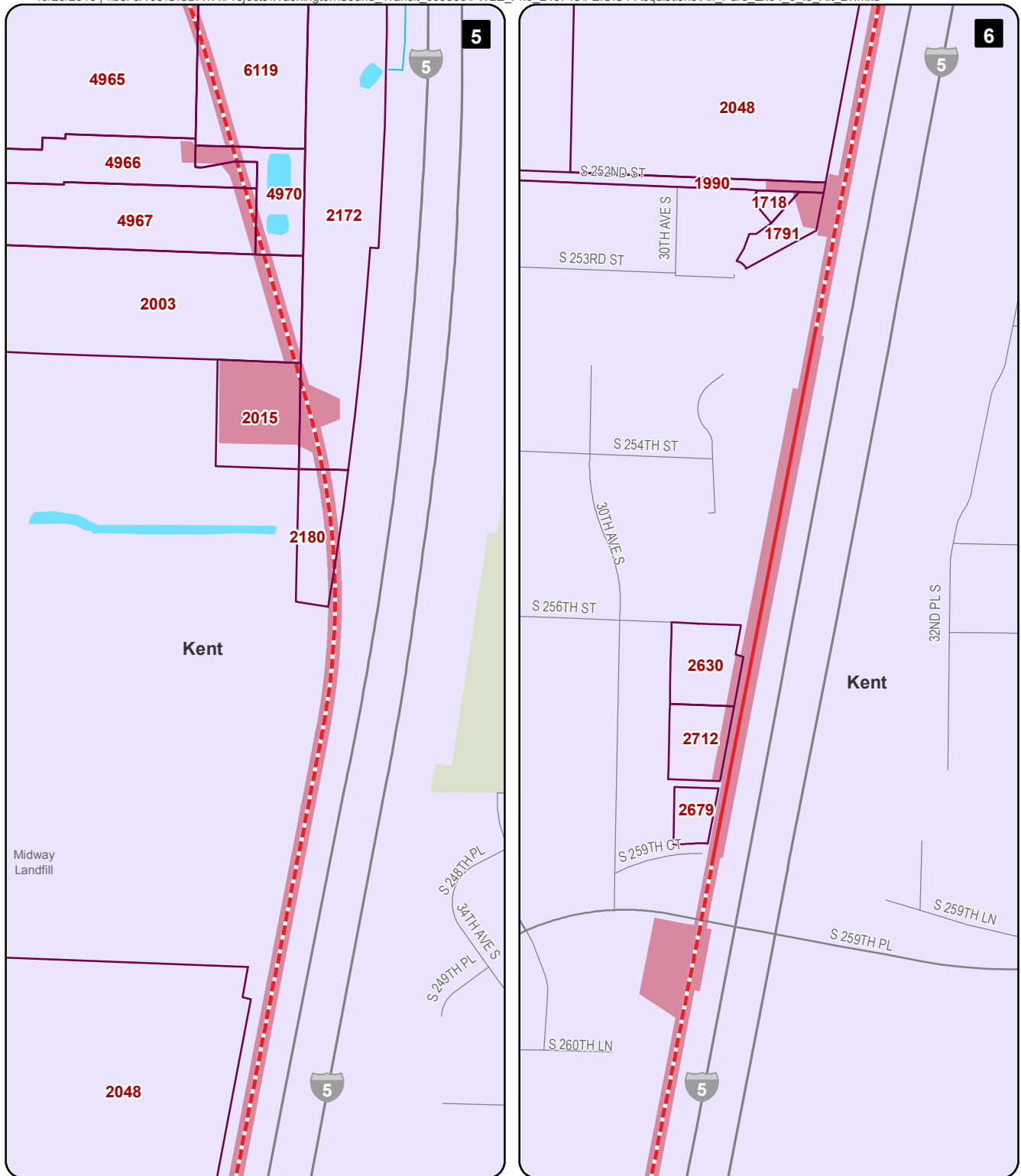
Permanent Footprint

Affected Parcel

Data Sources: King County, Cities of Des Moines, Kent, SeaTac (2015).



EXHIBIT D4.1-5
Preferred Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

Preferred Alternative

--- Elevated

--- At-Grade

... Trench

S Station

--- City Boundary

--- Street

--- Stream

Waterbody

Park / Open Space

Permanent Footprint

Affected Parcel

Data Sources: King County, City of Kent (2015).

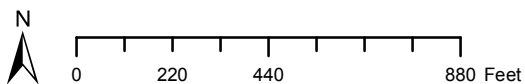
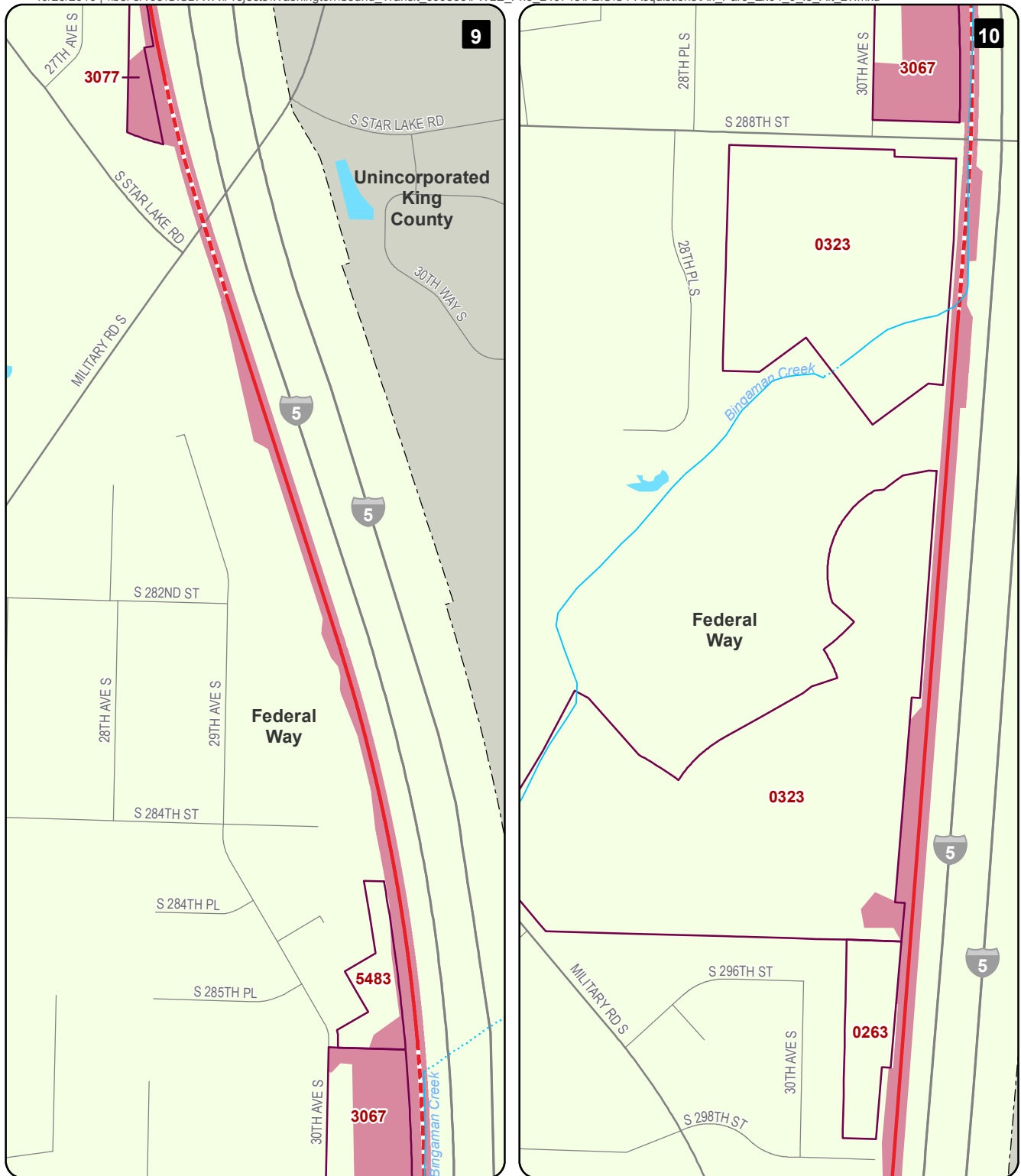


EXHIBIT D4.1-6
Preferred Alternative
Affected Parcels
Federal Way Link Extension

EXHIBIT D4.1-7
Preferred Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

Preferred Alternative

--- Elevated

— At-Grade

... Trench

S Station

--- City Boundary

— Street

— Stream

Waterbody

Park / Open Space

Permanent Footprint

Affected Parcel

Data Sources: King County, City of Federal Way (2015).

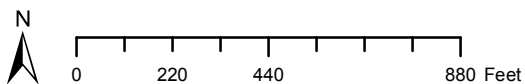
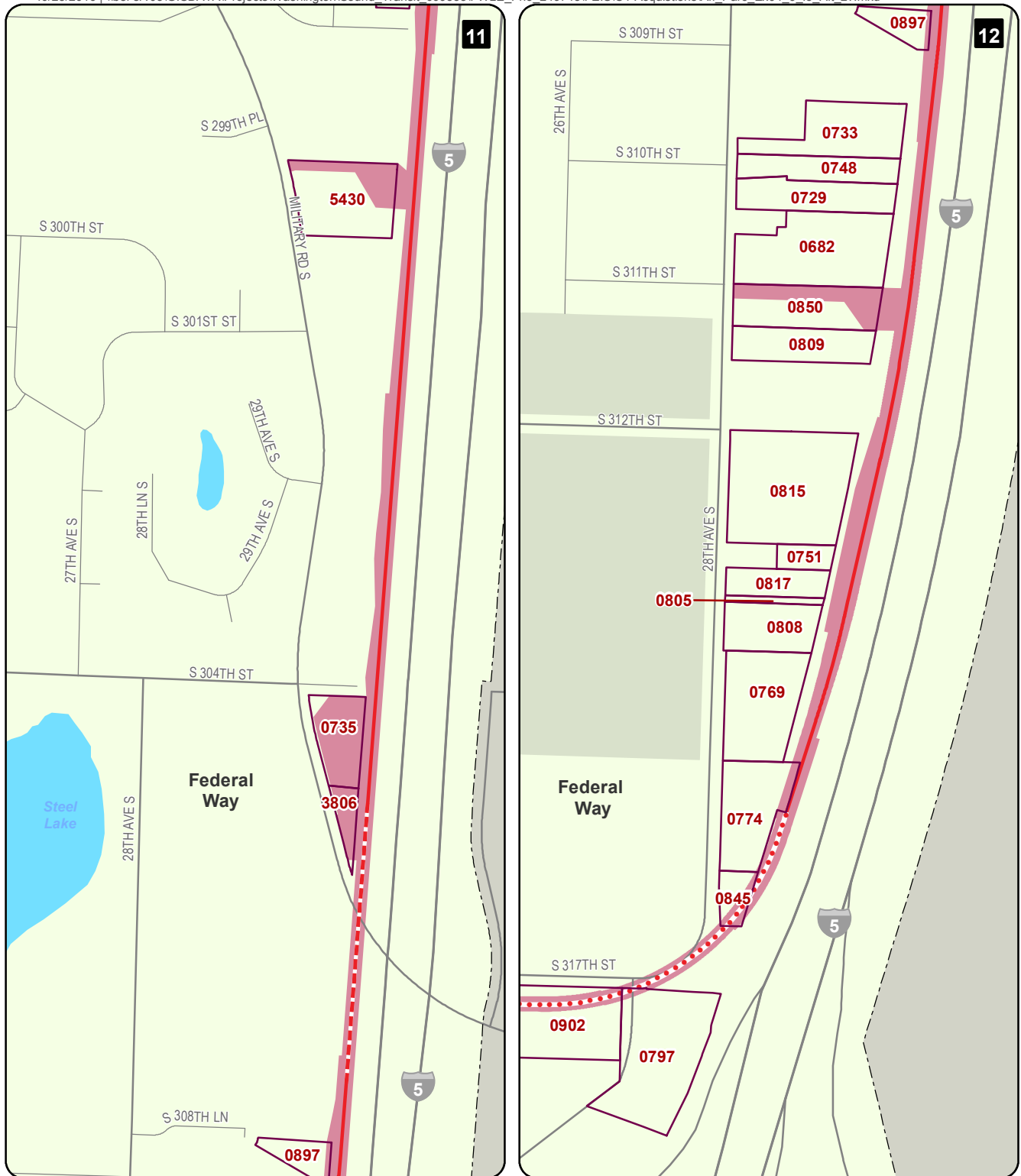


EXHIBIT D4.1-8
Preferred Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

Preferred Alternative

--- Elevated

— At-Grade

... Trench

S Station

--- City Boundary

— Street

— Stream

Waterbody

Park / Open Space

Permanent Footprint

Affected Parcel

Data Sources: King County, City of Federal Way (2015).

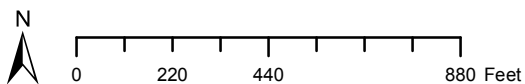
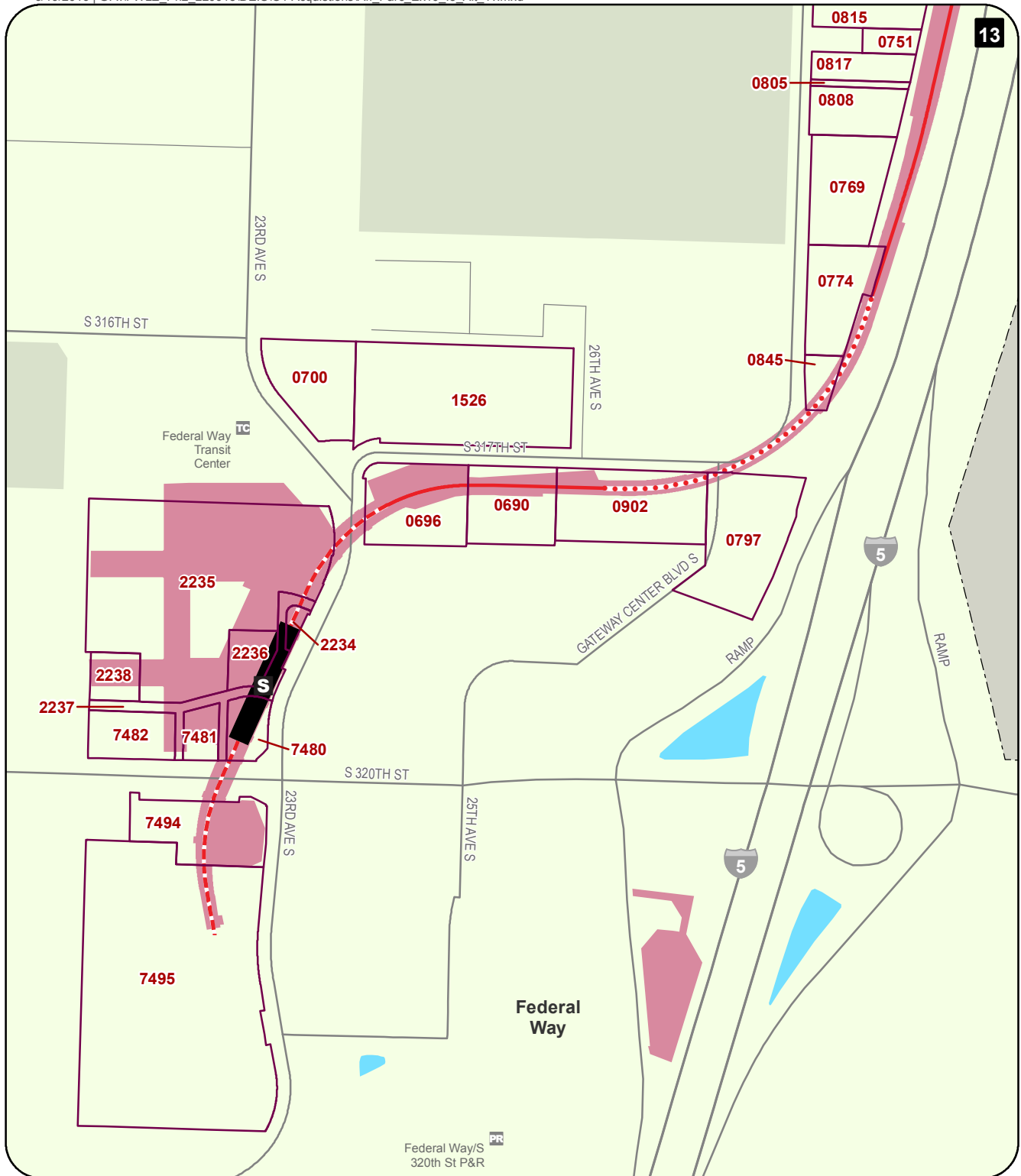


EXHIBIT D4.1-9
Preferred Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

Preferred Alternative

--- Elevated

— At-Grade

... Trench

S Station

--- City Boundary

— Street

— Stream

Waterbody

Park / Open Space

Permanent Footprint

Affected Parcel

Data Sources: King County, City of Federal Way (2015).

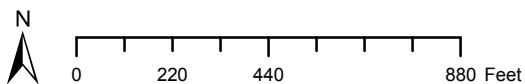
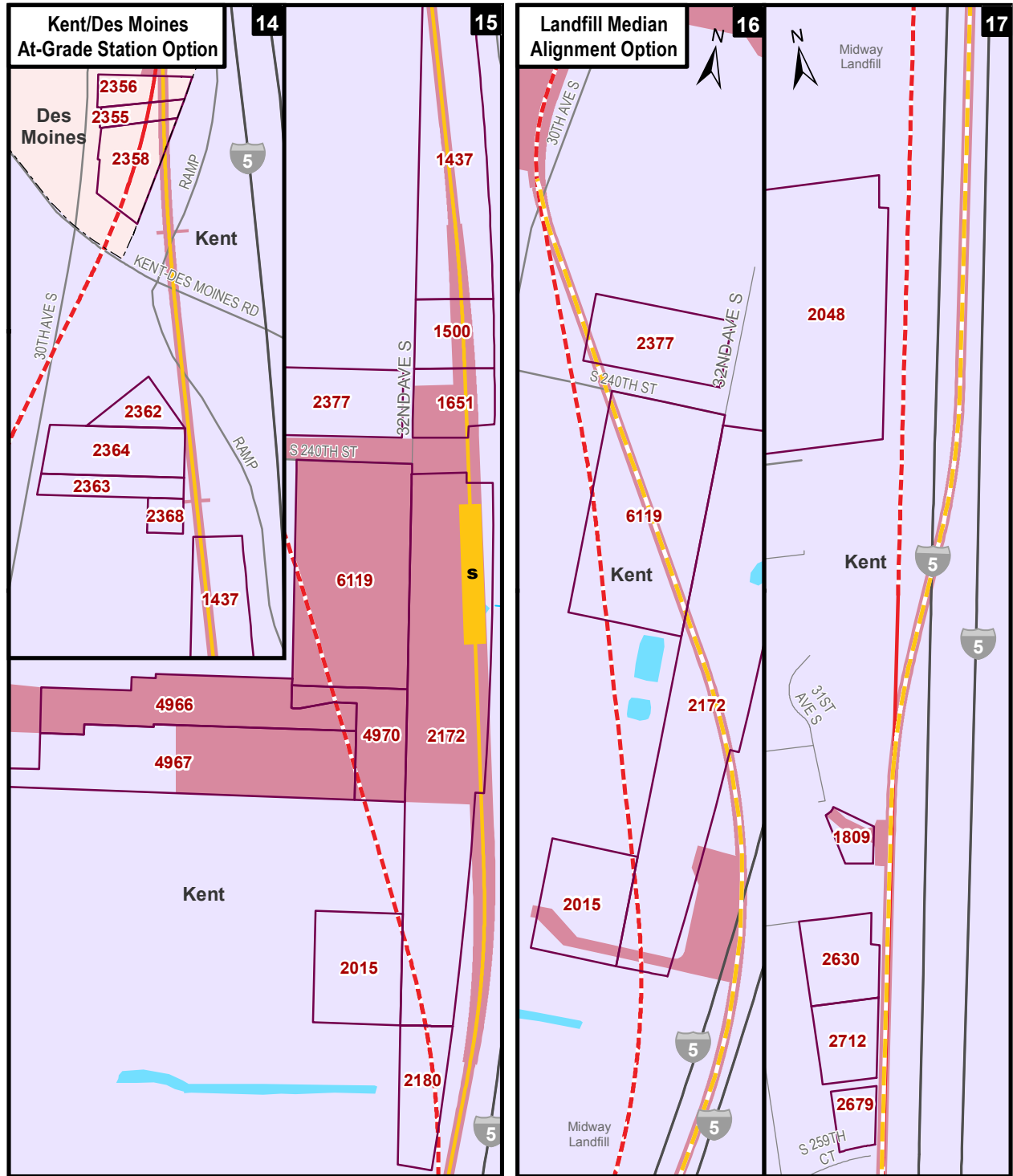


EXHIBIT D4.1-10
Preferred Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

Preferred Alternative

- Elevated
- At-Grade
- ... Trench

Options

- Elevated
- At-Grade
- S** Station

--- City Boundary

- Street
- Stream

- Waterbody
- Park / Open Space

Permanent Footprint

Affected Parcel

Data Sources: King County, Cities of Des Moines, Kent (2015).

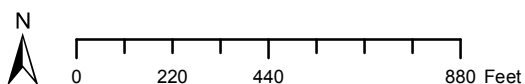
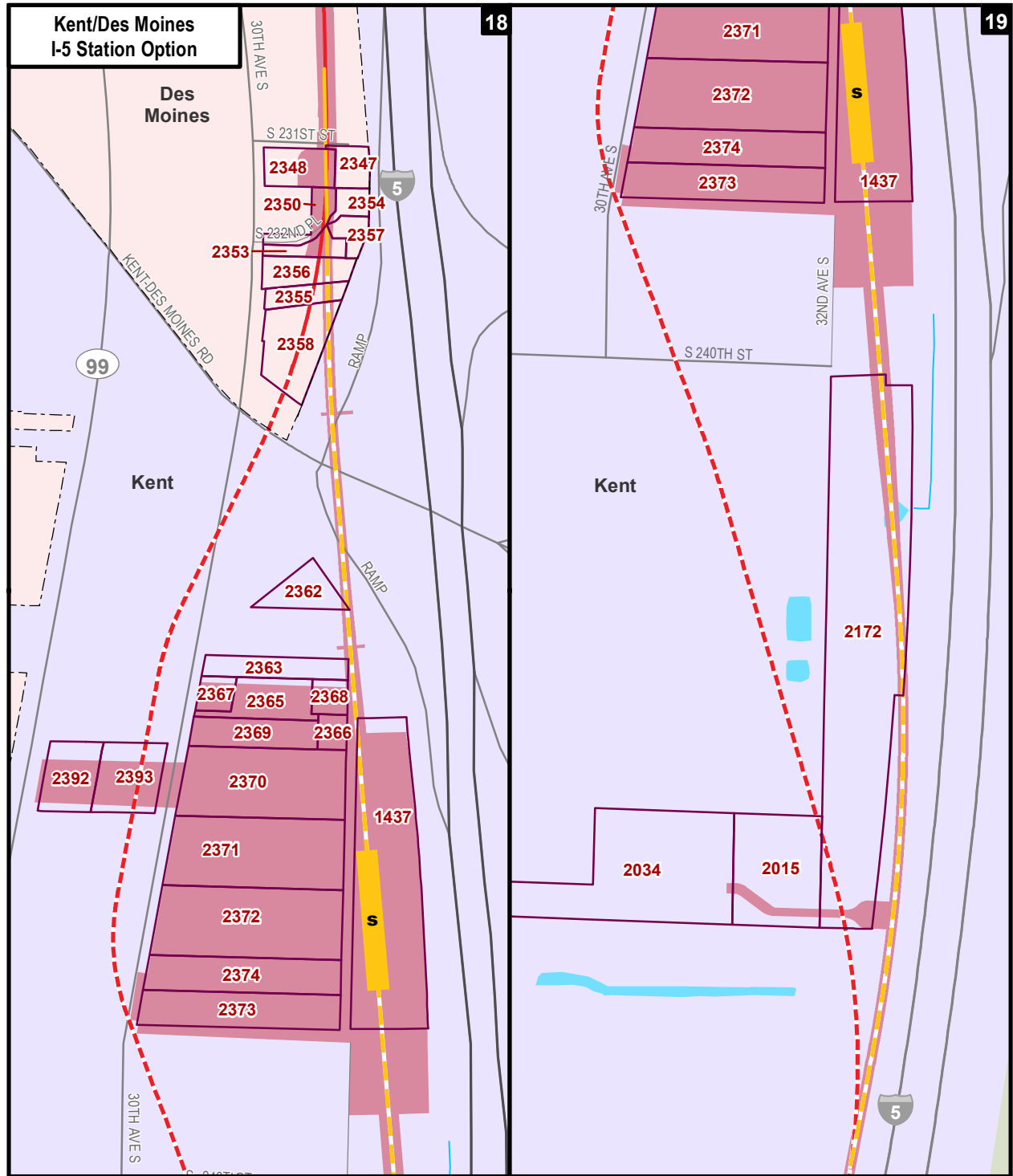


EXHIBIT D4.1-11
Preferred Alternative Kent/Des Moines At-Grade Station and
Landfill Median Alignment Options Affected Parcels

Federal Way Link Extension



LEGEND

Preferred Alternative

- Elevated
- At-Grade
- ... Trench

Option

- Elevated
- S** Station

--- City Boundary

- Street
- Stream

- Waterbody
- Park / Open Space

Permanent Footprint

Affected Parcel

Data Sources: King County, Cities of Des Moines, Kent (2015).

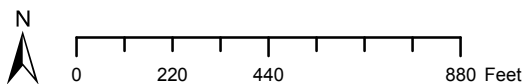
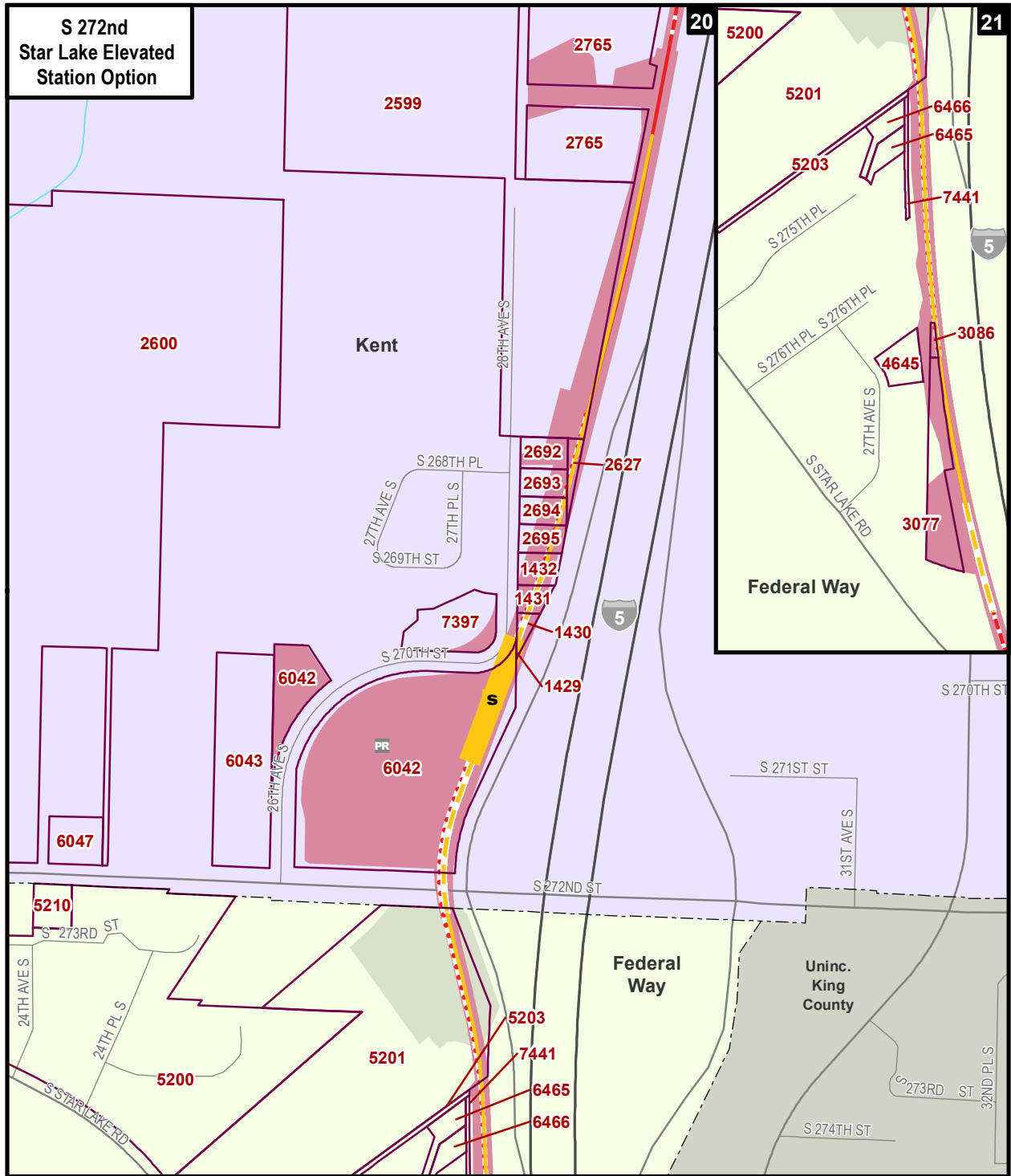


EXHIBIT D4.1-12
Preferred Alternative Kent/Des Moines I-5 Station Option
Affected Parcels

Federal Way Link Extension



LEGEND

Preferred Alternative

- Elevated
- At-Grade
- ... Trench

Option

- At-Grade
- Elevated
- S** Station

--- City Boundary

- Street
- Stream
- Waterbody

- Park / Open Space

Operational Footprint

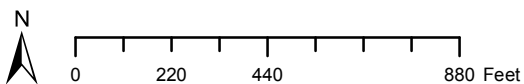
Affected Parcel

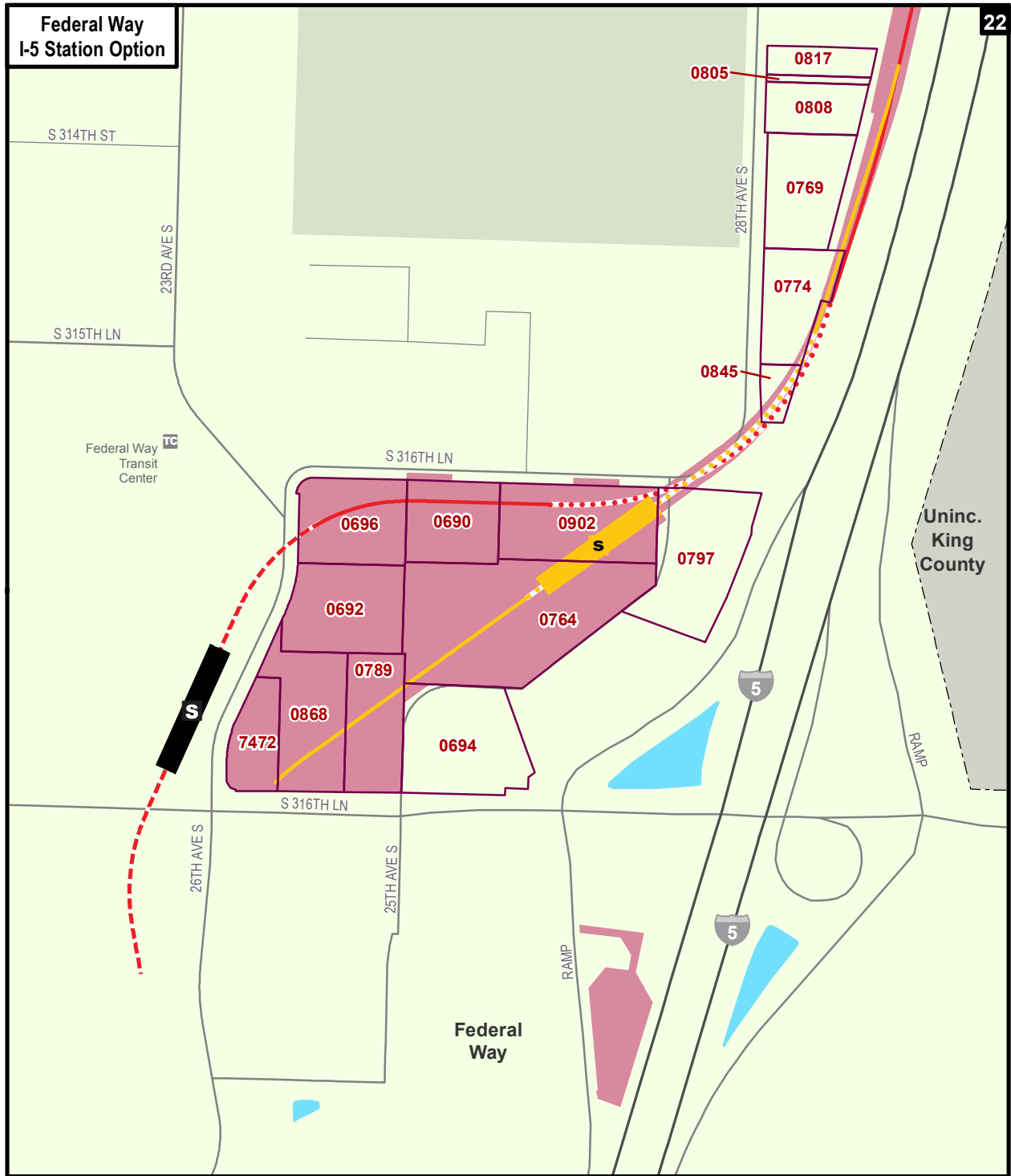
Data Sources: King County, Cities of Federal Way, Kent(2015).

EXHIBIT D4.1-13

Preferred Alternative S 272nd Star Lake Elevated Station Option
Affected Parcels

Federal Way Link Extension





LEGEND

Preferred Alternative

- Elevated
- At-Grade
- ... Trench
- S** Station

Option

- At-Grade
- ... Trench
- S** Station

--- City Boundary

— Street

— Stream

Waterbody

Park / Open Space

Permanent Footprint

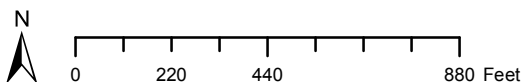
Affected Parcel

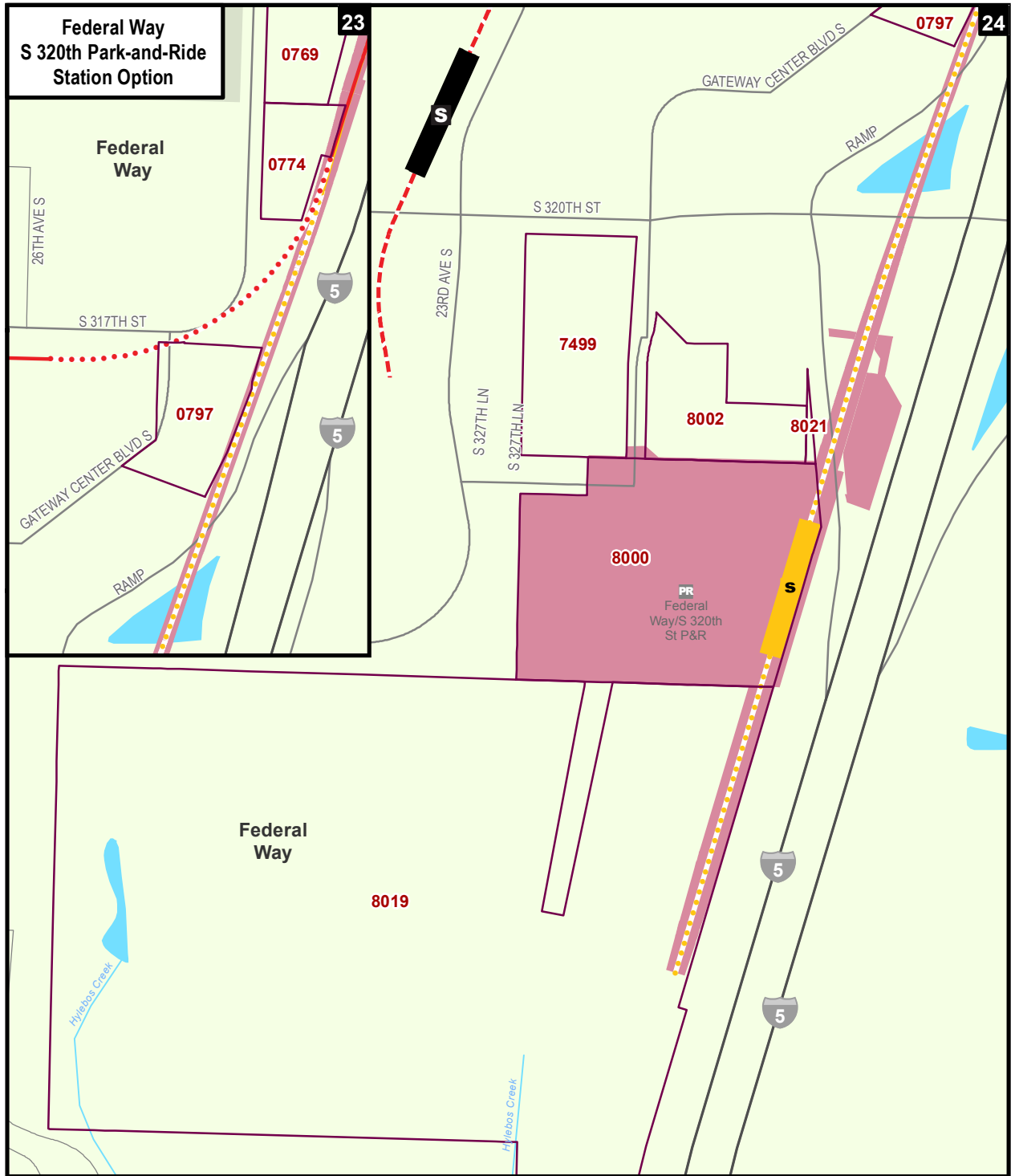
Data Sources: King County, City of Federal Way (2015).

EXHIBIT D4.1-14

Preferred Alternative Federal Way I-5 Station Option
Affected Parcels

Federal Way Link Extension





LEGEND

Preferred Alternative

- Elevated
- At-Grade
- ... Trench
- S** Station

Option

- At-Grade
- ... Trench
- S** Station

--- City Boundary

— Street

— Stream

Waterbody

Park / Open Space

Operational Footprint

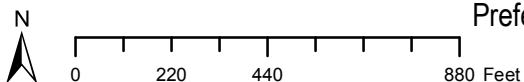
Affected Parcel

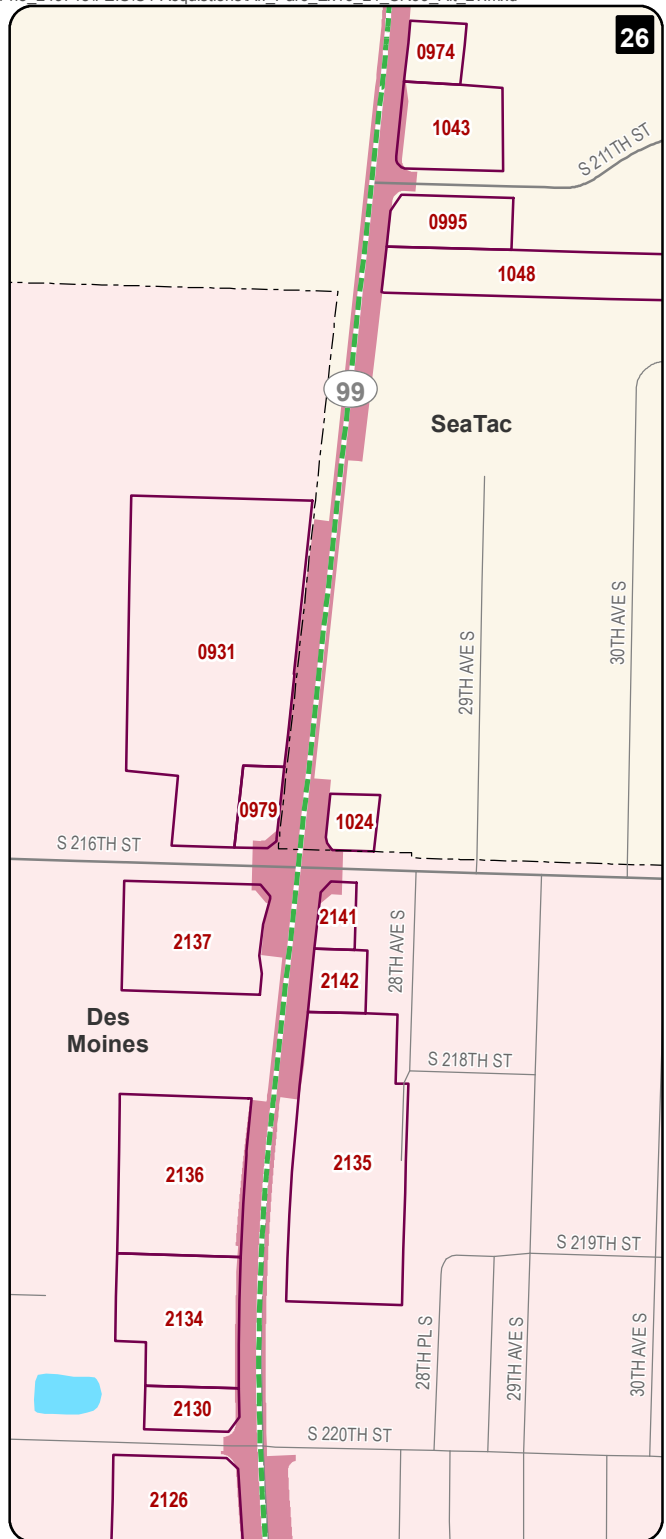
Data Sources: King County, City of Federal Way (2015).

EXHIBIT D4.1-15

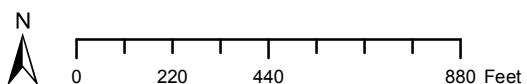
Preferred Alternative Federal Way S 320th Park-and-Ride Station Option
Affected Parcels

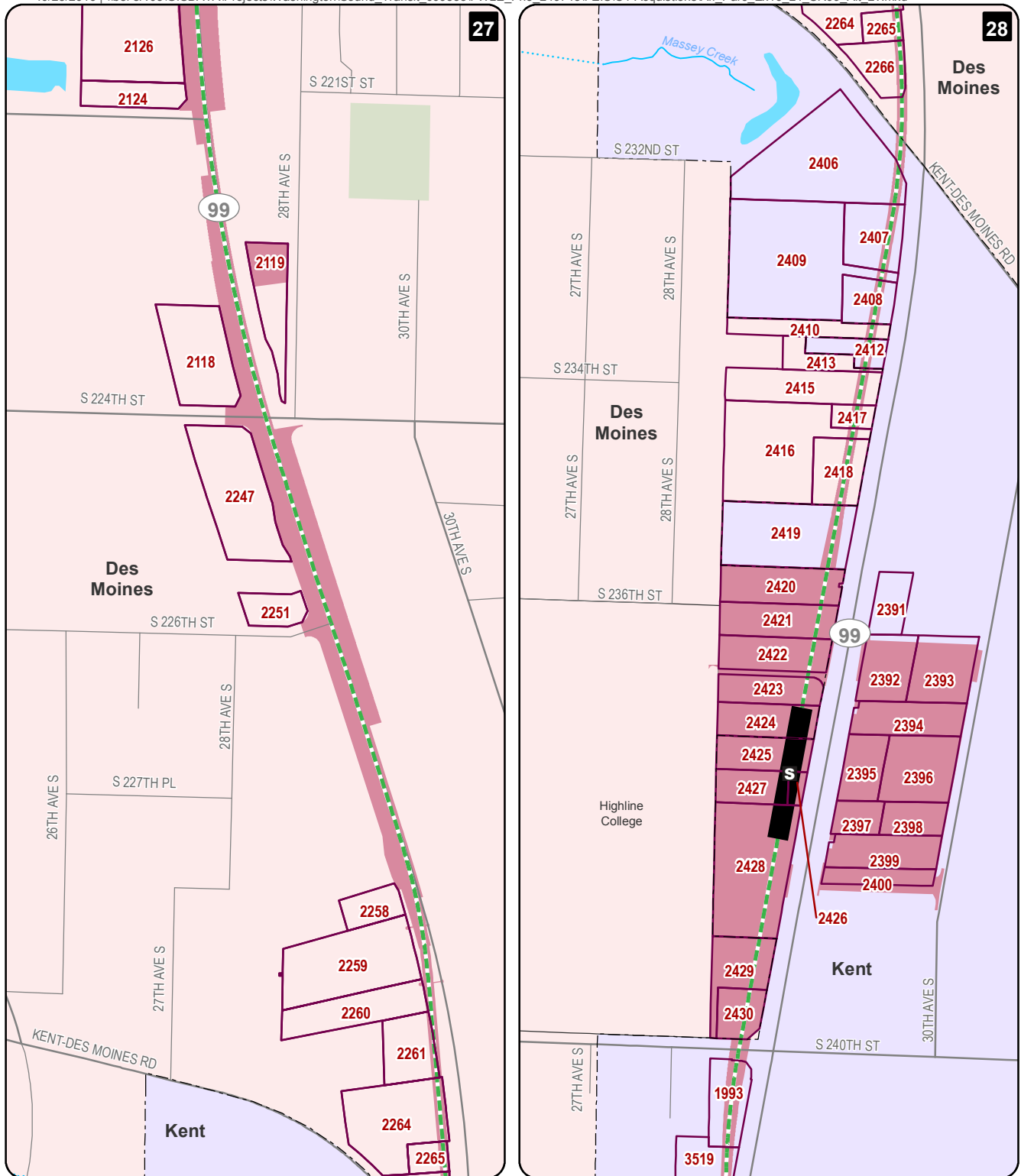
Federal Way Link Extension





Federal Way Link Extension





LEGEND

- | | | |
|--------------------------|-------------------|---------------------|
| SR 99 Alternative | --- City Boundary | Permanent Footprint |
| --- Elevated | — Street | Affected Parcel |
| S Station | — Stream | |
| | Waterbody | |
| | Park / Open Space | |

Data Sources: King County, Cities of Des Moines, Kent (2015).

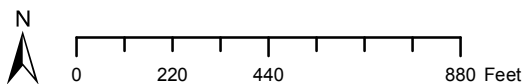
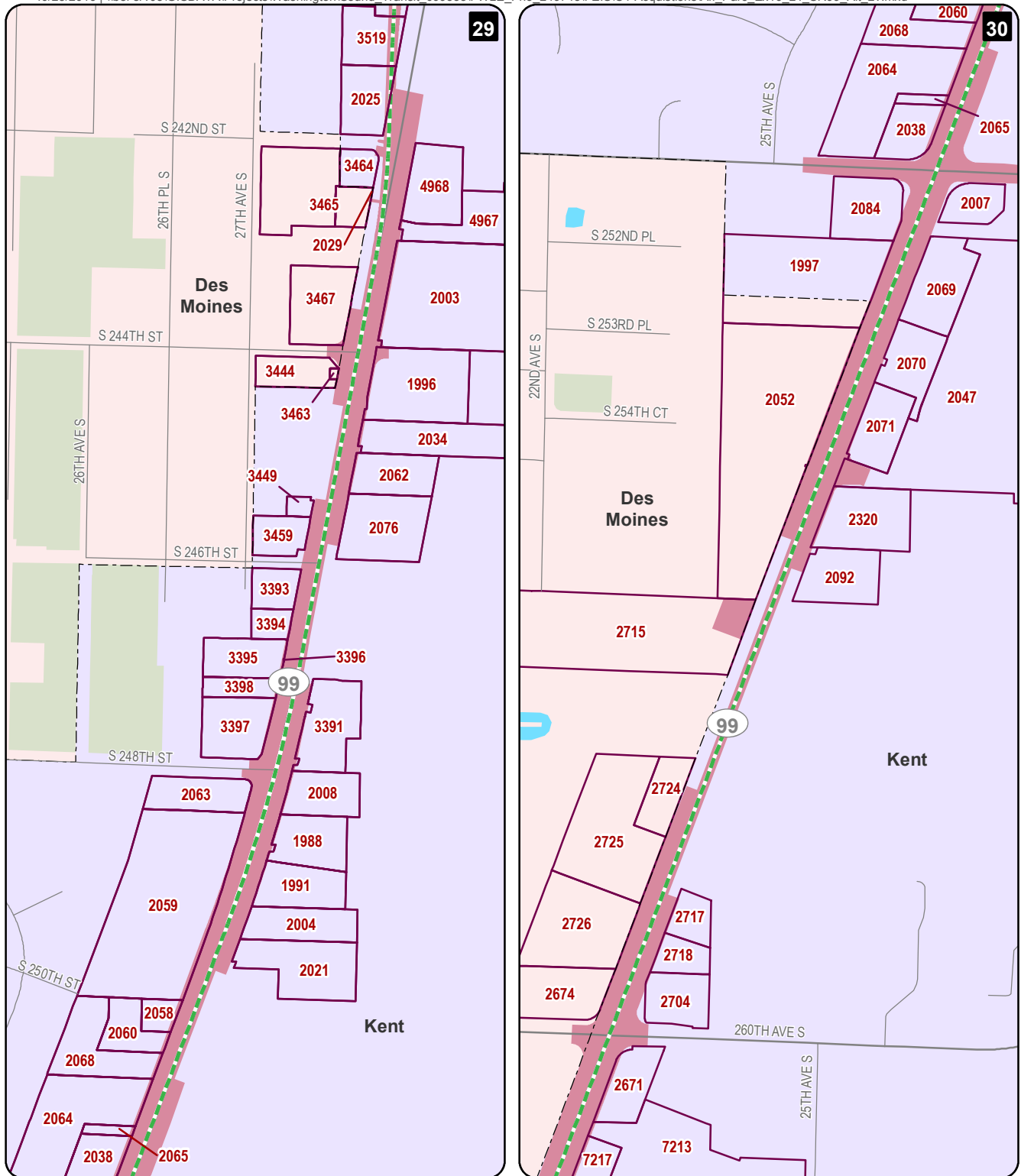


EXHIBIT D4.1-17
SR 99 Alternative
Affected Parcels
 Federal Way Link Extension



LEGEND

SR 99 Alternative

--- City Boundary

--- Street

--- Stream

--- Waterbody

--- Park / Open Space

Station

Permanent Footprint

Affected Parcel

Data Sources: King County, Cities of Des Moines, Kent (2015).

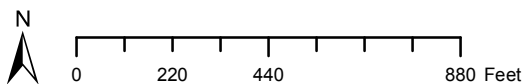
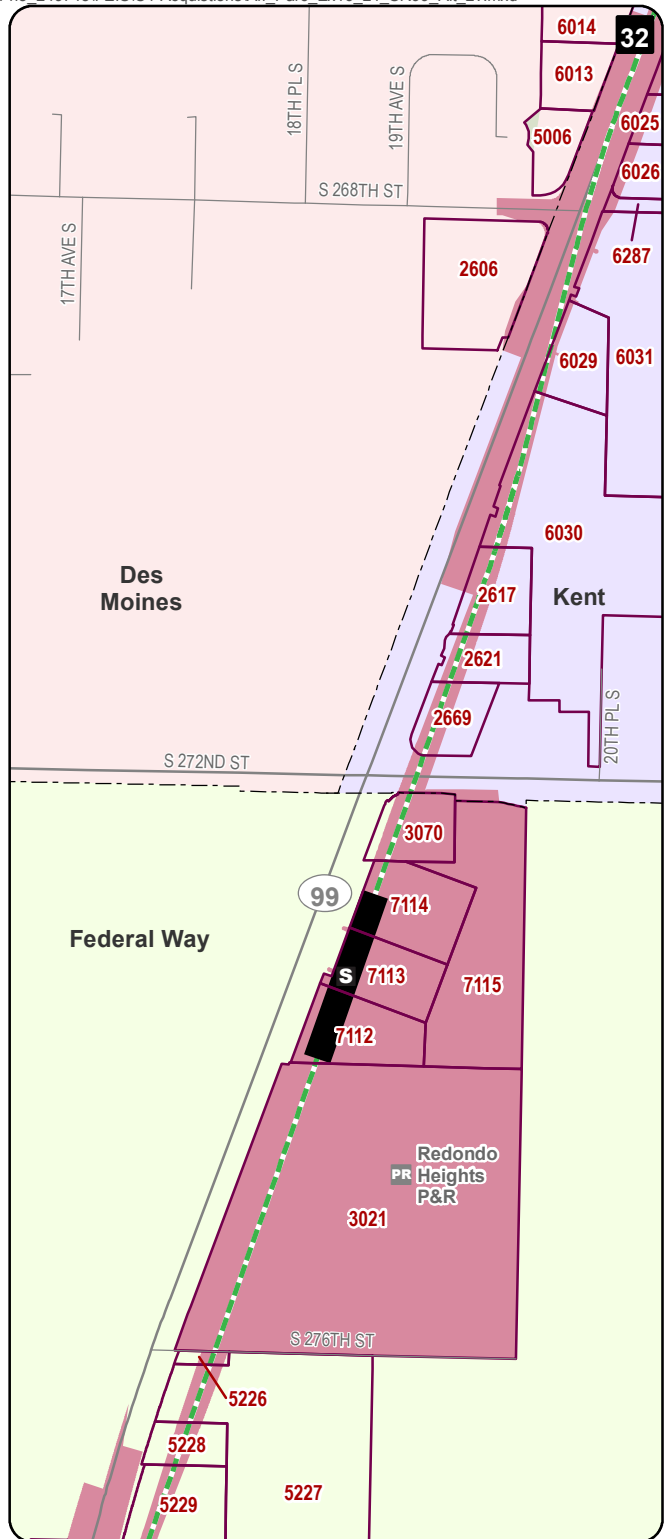
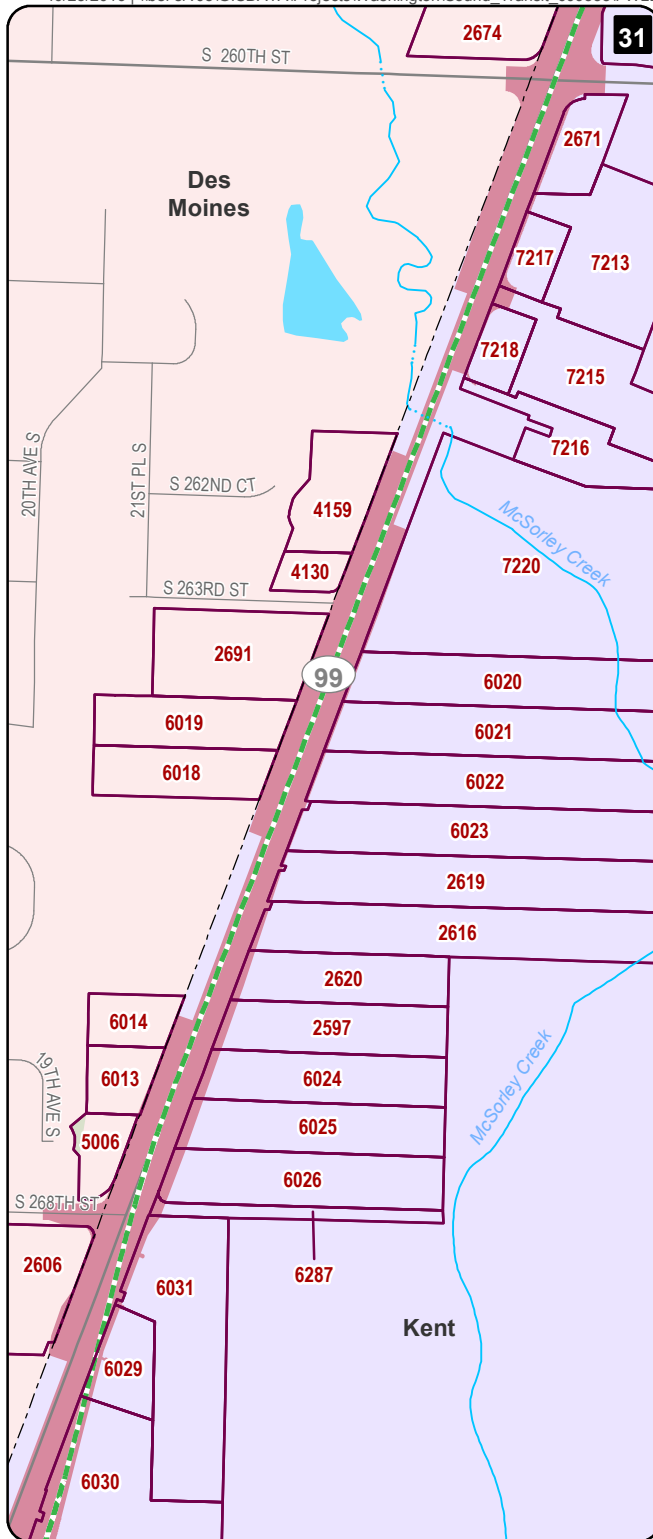


EXHIBIT D4.1-18

SR 99 Alternative

Affected Parcels

Federal Way Link Extension



LEGEND

SR 99 Alternative

--- City Boundary

--- Street

--- Stream

--- Waterbody

--- Park / Open Space

--- Permanent Footprint

--- Affected Parcel

--- Station

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

--- S

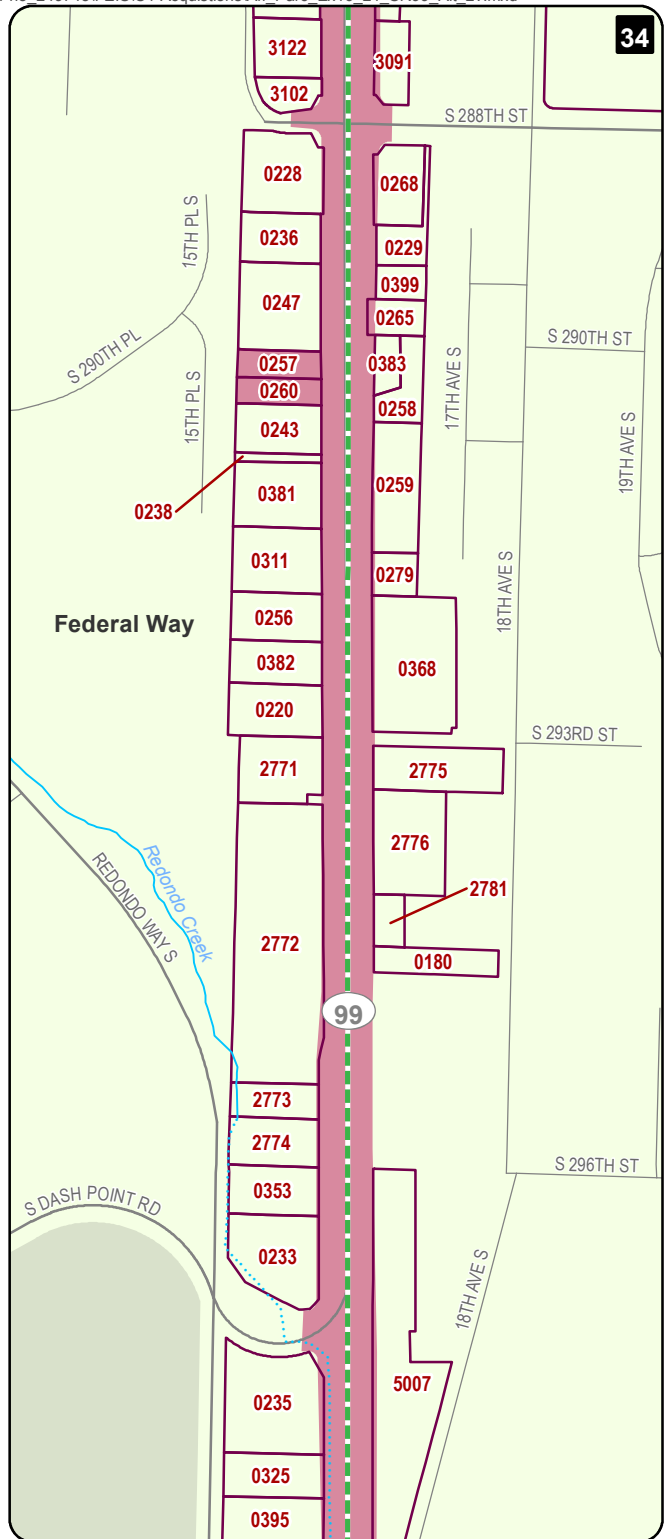
--- S

--- S

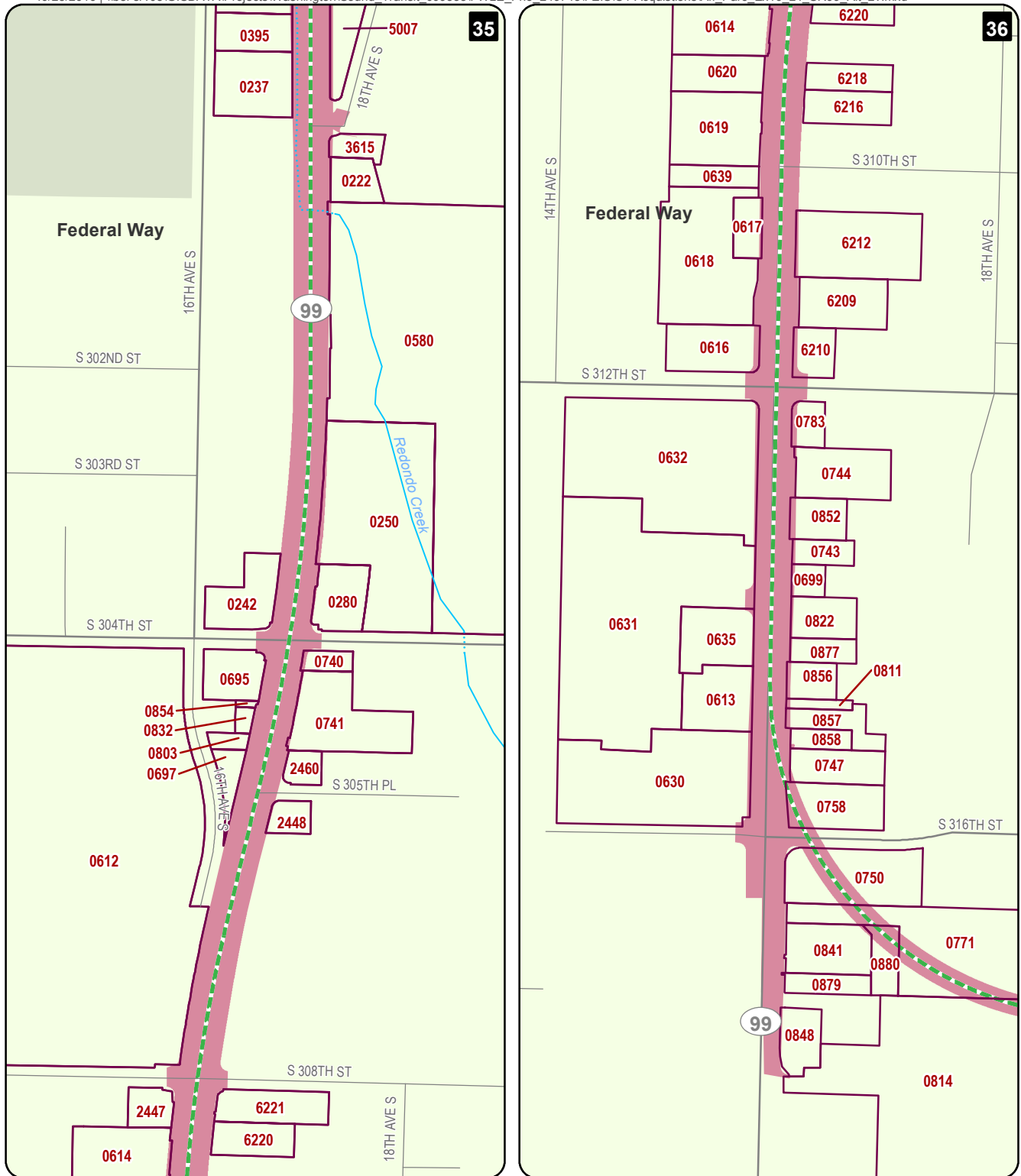
--- S

--- S

--- S



Federal Way Link Extension



LEGEND

- | | | |
|--------------------------|-------------------|---------------------|
| SR 99 Alternative | --- City Boundary | Permanent Footprint |
| --- Elevated | — Street | Affected Parcel |
| S Station | — Stream | |
| | Waterbody | |
| | Park / Open Space | |

Data Sources: King County, Federal Way (2015).

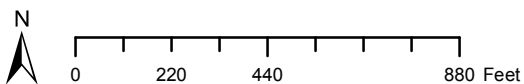
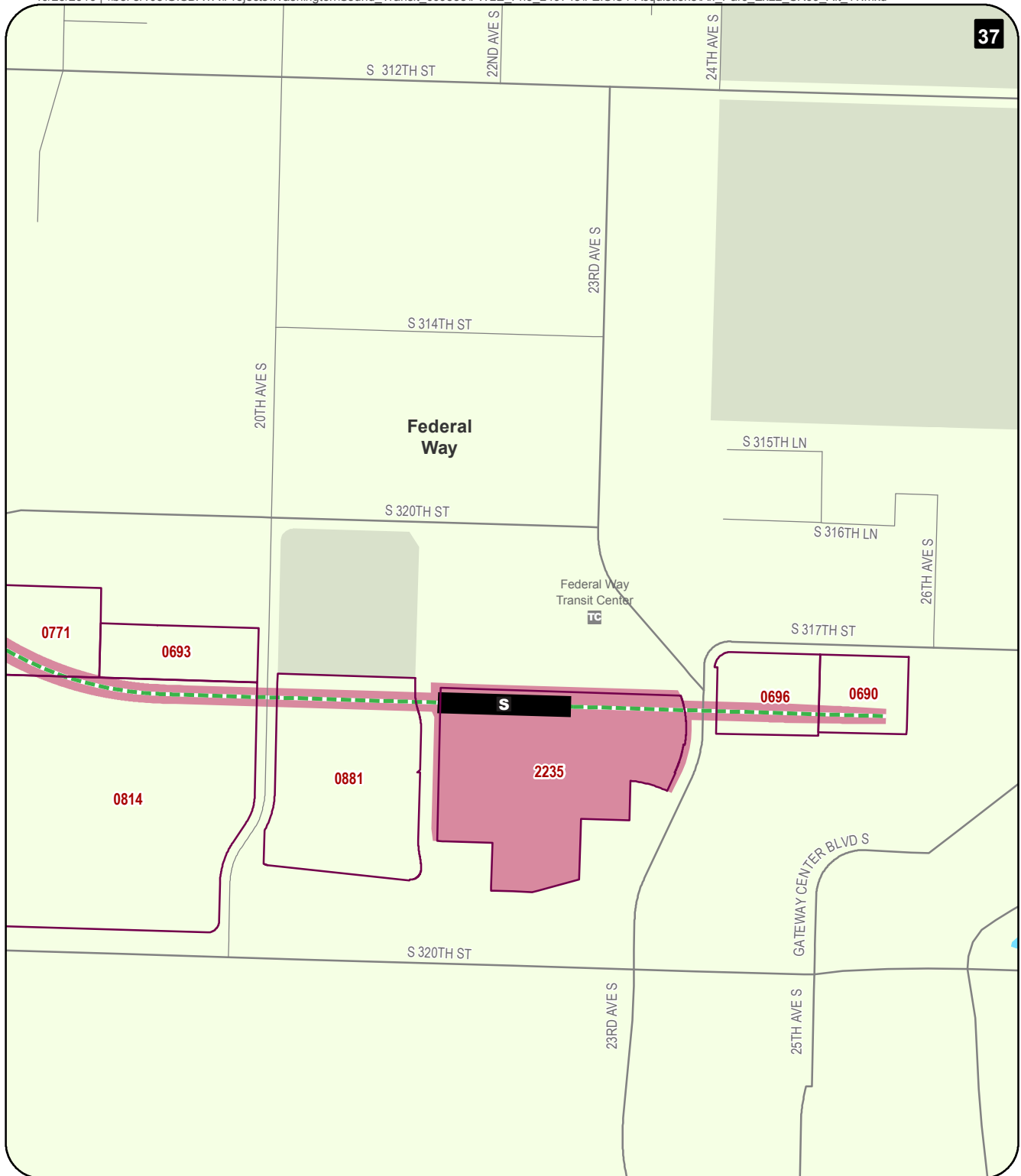


EXHIBIT D4.1-21
SR 99 Alternative
Affected Parcels
 Federal Way Link Extension



LEGEND

SR 99 Alternative

--- City Boundary

--- Elevated

S Station

--- Street

--- Stream

Waterbody

Park / Open Space

Permanent Footprint

Affected Parcel

Data Sources: King County, City of Federal Way (2015).

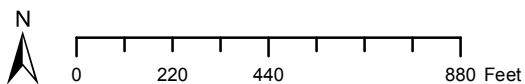
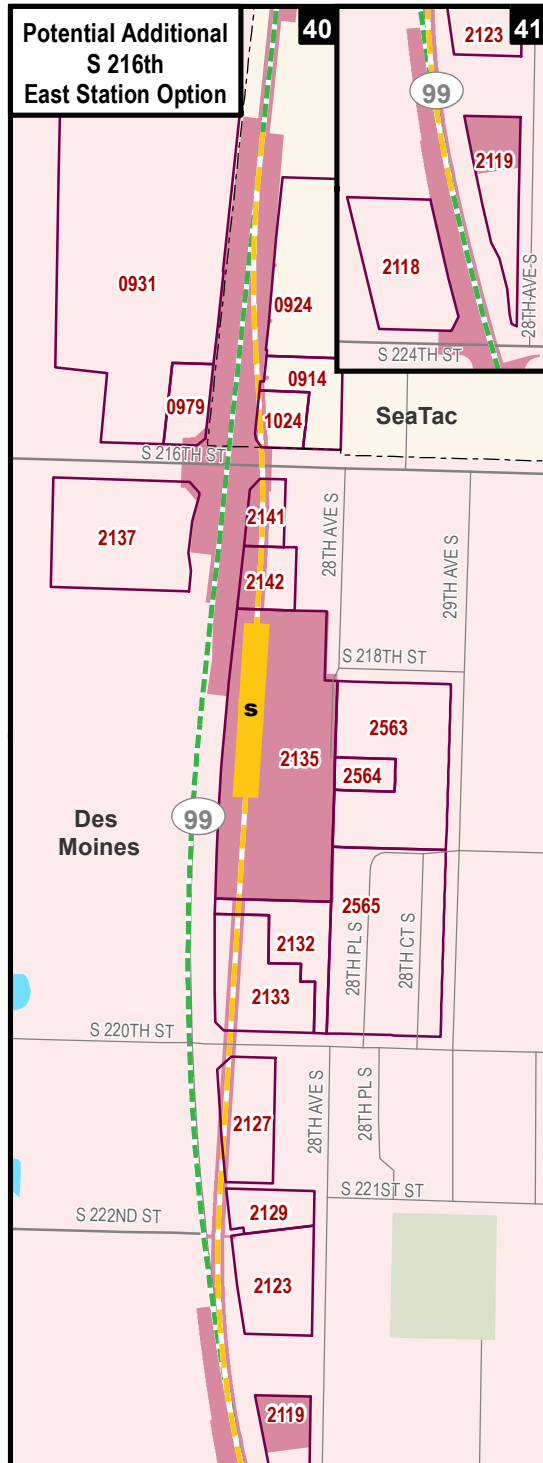
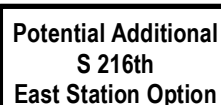


EXHIBIT D4.1-22

SR 99 Alternative

Affected Parcels

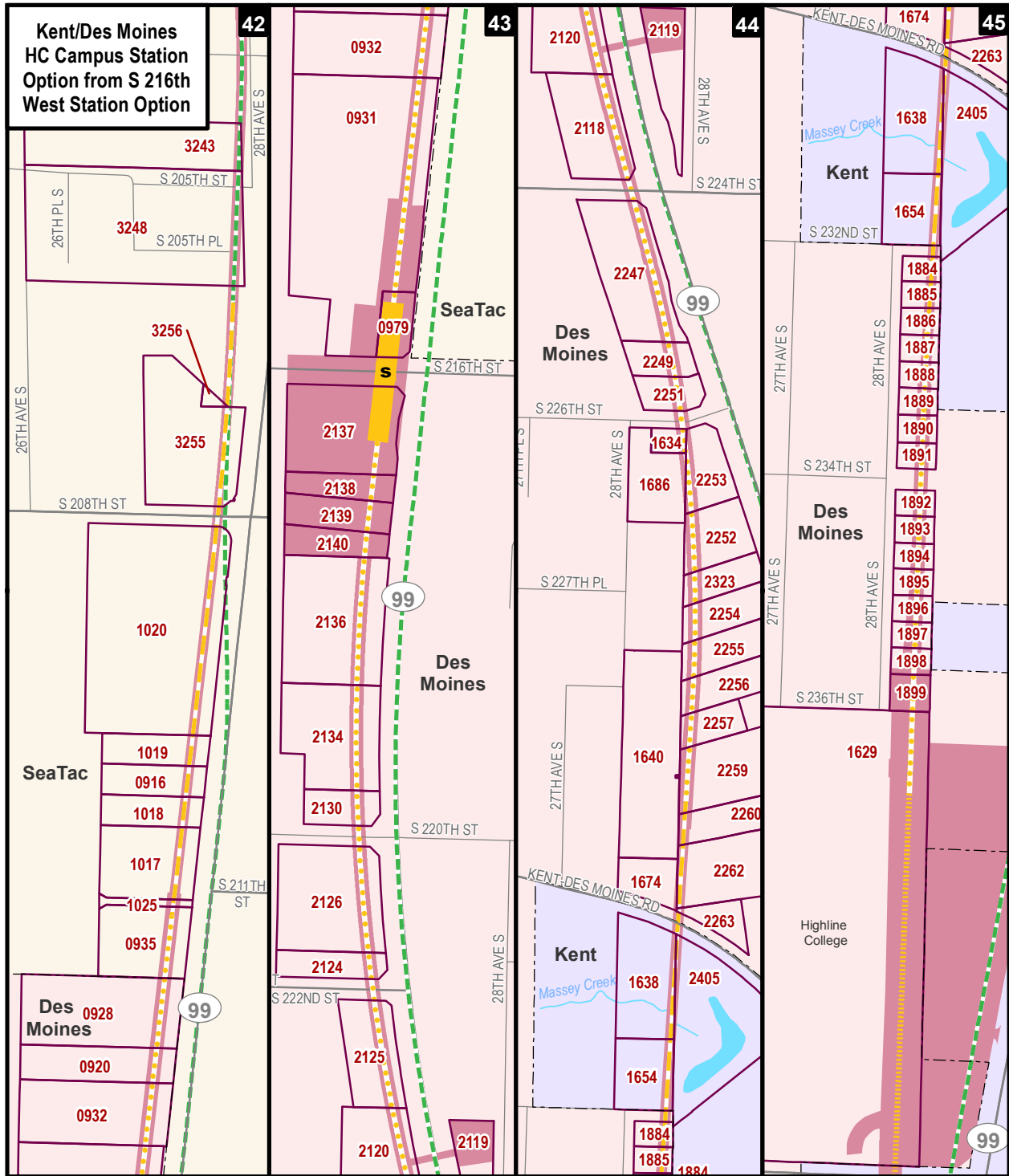
Federal Way Link Extension



☐ Affected Parcel



Federal Way Link Extension



LEGEND

SR 99 Alternative Options

- Elevated
- Trench
- Connecting Option
- S** Station

- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space

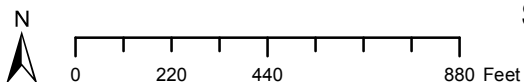
- Permanent Footprint
- Affected Parcel

Data Sources: King County, Cities of SeaTac, Des Moines, Kent (2015).

EXHIBIT D4.1-24

SR 99 Alternative Kent/Des Moines HC Campus Station Option from S 216th West Station Option Affected Parcels

Federal Way Link Extension



Federal Way Link Extension



Options

■ ■ Elevated

— • Elevated

S Station

--- City Boundary

— Street

— Stream

Waterbody

 Park / Open Space

■ Permanent Footprint

 Affected Parcel

Data Sources: King County, Cities of Des Moines, Kent (2015).

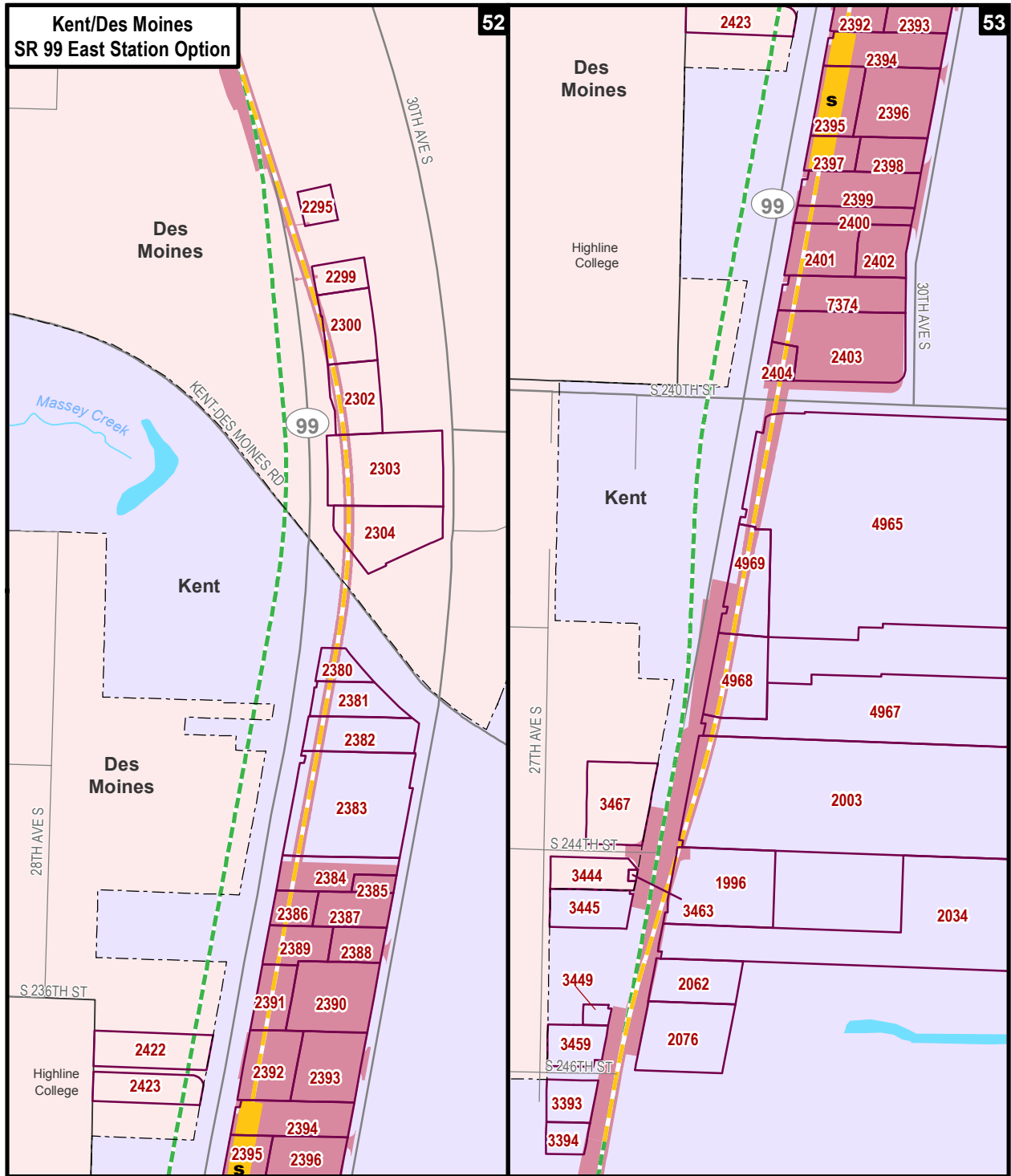


A horizontal number line representing distance in feet. It has major tick marks at 0, 220, 440, and 880. There are also minor tick marks between these major values, specifically at 110, 330, 550, and 770. The label "880 Feet" is placed at the right end of the line.

EXHIBIT D4.1-26

SR 99 Alternative Kent/Des Moines SR 99 Median Station Option
Affected Parcels

Federal Way Link Extension



LEGEND

SR 99 Alternative	Option	--- City Boundary	Permanent Footprint
--- Elevated	--- Elevated	— Street	Affected Parcel
	S Station	— Stream	
		Waterbody	
		Park / Open Space	

Data Sources: King County, Cities of Des Moines, Kent (2015).

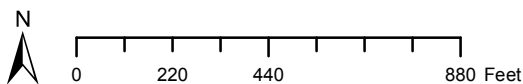
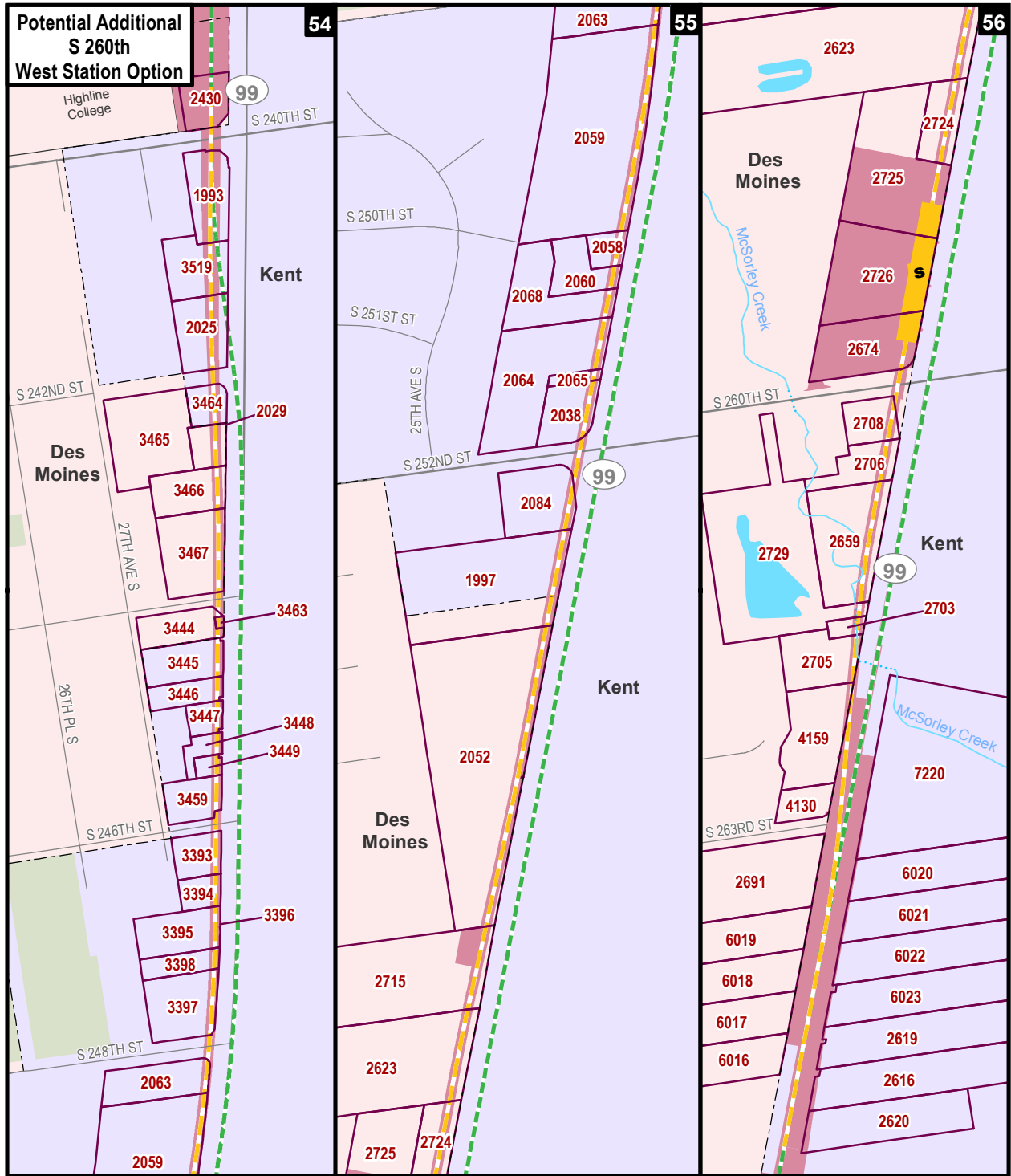


EXHIBIT D4.1-27
SR 99 Alternative Kent/Des Moines SR 99 East Station Option
Affected Parcels
Federal Way Link Extension



LEGEND

SR 99 Alternative	Option	--- City Boundary	Permanent Footprint
— Elevated	— Elevated	— Street	Affected Parcel
	S Station	— Stream	
		Waterbody	
		Park / Open Space	

Data Sources: King County, Cities of Des Moines, Kent (2015).

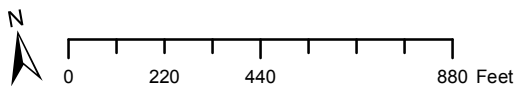
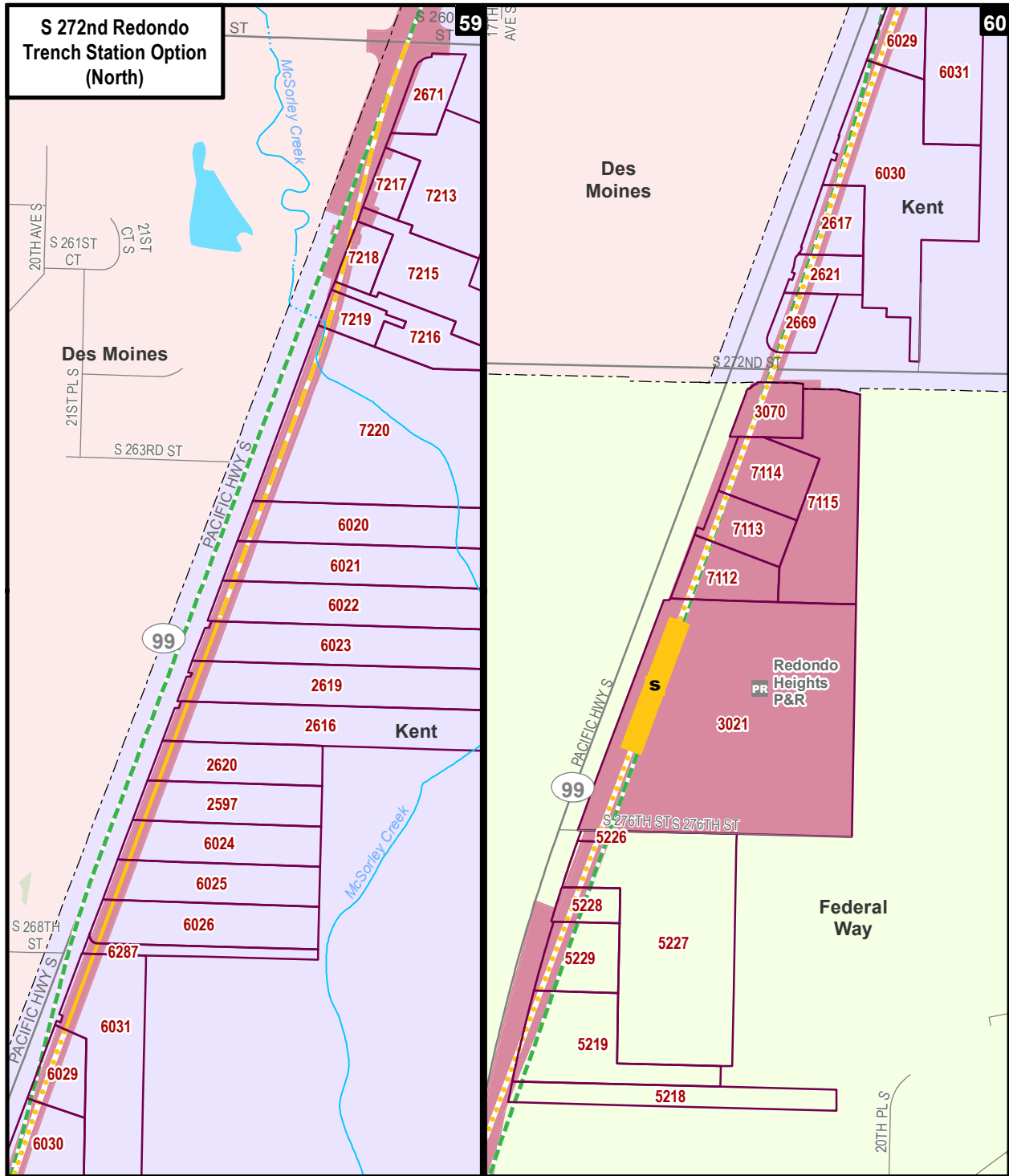


EXHIBIT D4.1-28
SR 99 Alternative S 260th West Station Option
Affected Parcels
 Federal Way Link Extension

EXHIBIT D4.1-29
SR 99 Alternative S 260th East Station Option
Affected Parcels
Federal Way Link Extension



LEGEND

SR 99 Alternative

--- Elevated

Option

--- Elevated

--- At-Grade

--- Trench

S Station

--- City Boundary

--- Street

--- Stream

--- Waterbody

--- Park / Open Space

--- Permanent Footprint

--- Affected Parcel

Data Sources: King County, Cities of Des Moines, Federal Way, Kent (2015).

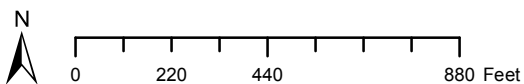
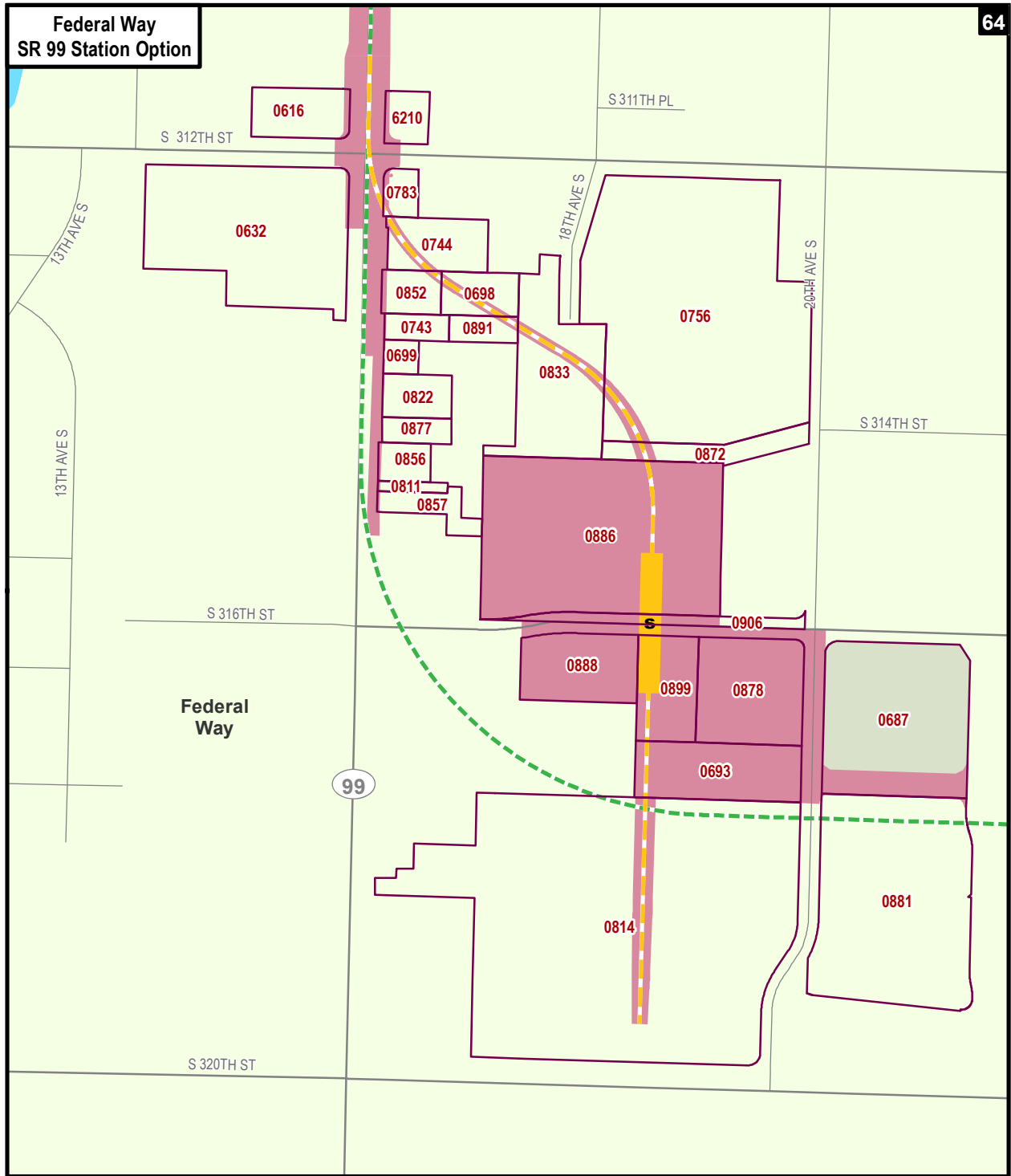


EXHIBIT D4.1-30
SR 99 Alternative S 272nd Redondo Trench Station Option
Affected Parcels

Federal Way Link Extension

EXHIBIT D4.1-31
SR 99 Alternative S 272nd Redondo Trench Station Option
Affected Parcels
Federal Way Link Extension



LEGEND

SR 99 Alternative

--- Elevated

Option

--- Elevated

S Station

--- City Boundary

--- Street

--- Stream

Waterbody

Park / Open Space

Permanent Footprint

Affected Parcel

Data Sources: King County, Cities of Des Moines, Kent, Federal Way (2015).

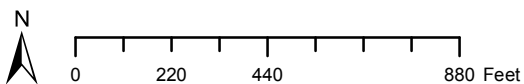
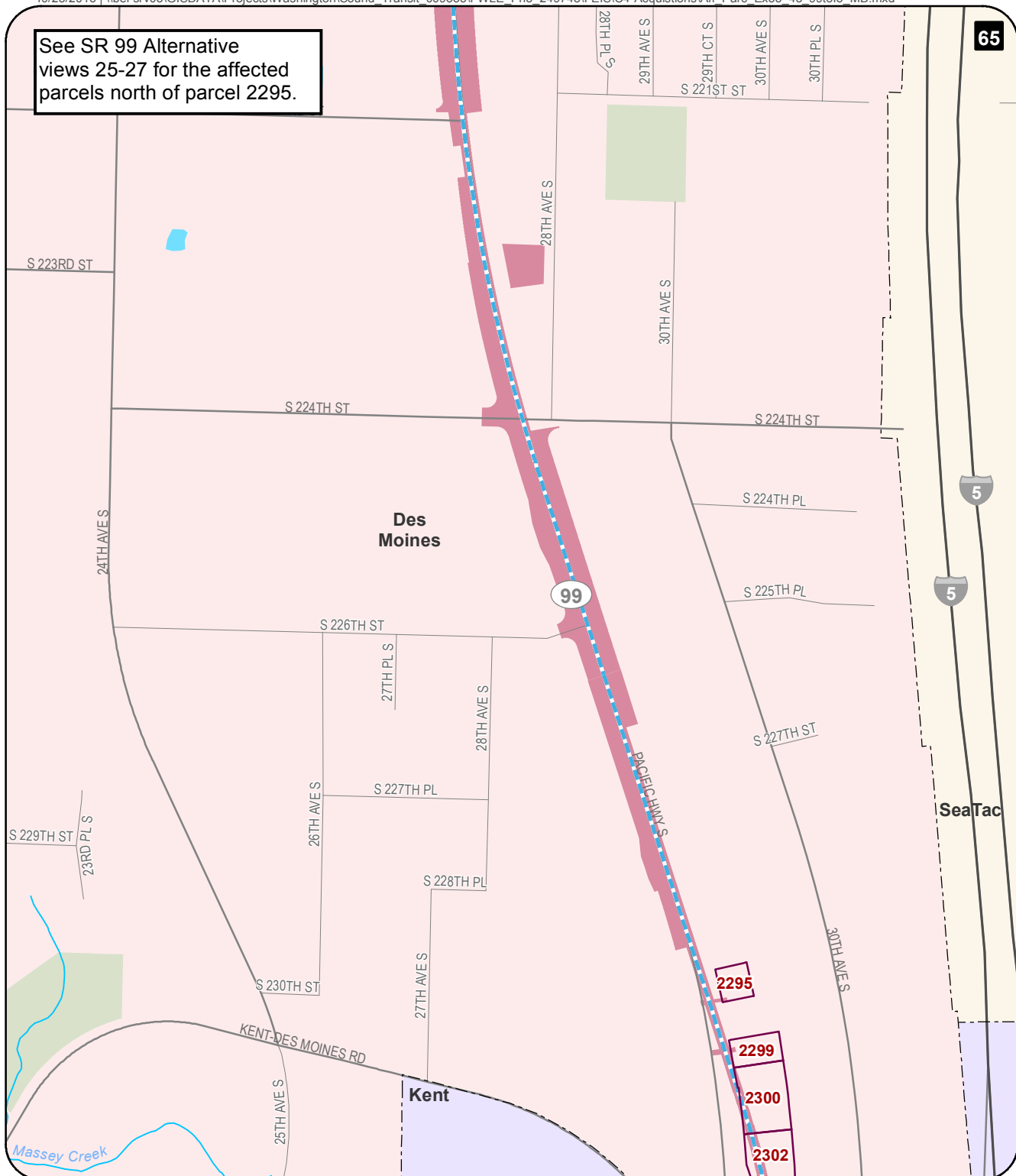


EXHIBIT D4.1-32
SR 99 Alternative Federal Way SR 99 Station Option
Affected Parcels
 Federal Way Link Extension



LEGEND

SR 99 to I-5 Alternative

— — | Elevated

— At-Grade

- ● ● Trench

S Station

--- City Boundary

— Street

— Stream

 Waterbody

■ Park / Open Space

Permanent Footprint

 Affected Parcel

Data Sources: King County, Cities of Seatac, Des Moines, Kent, Federal Way (2015).

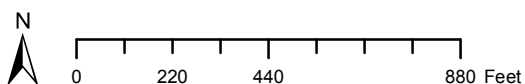


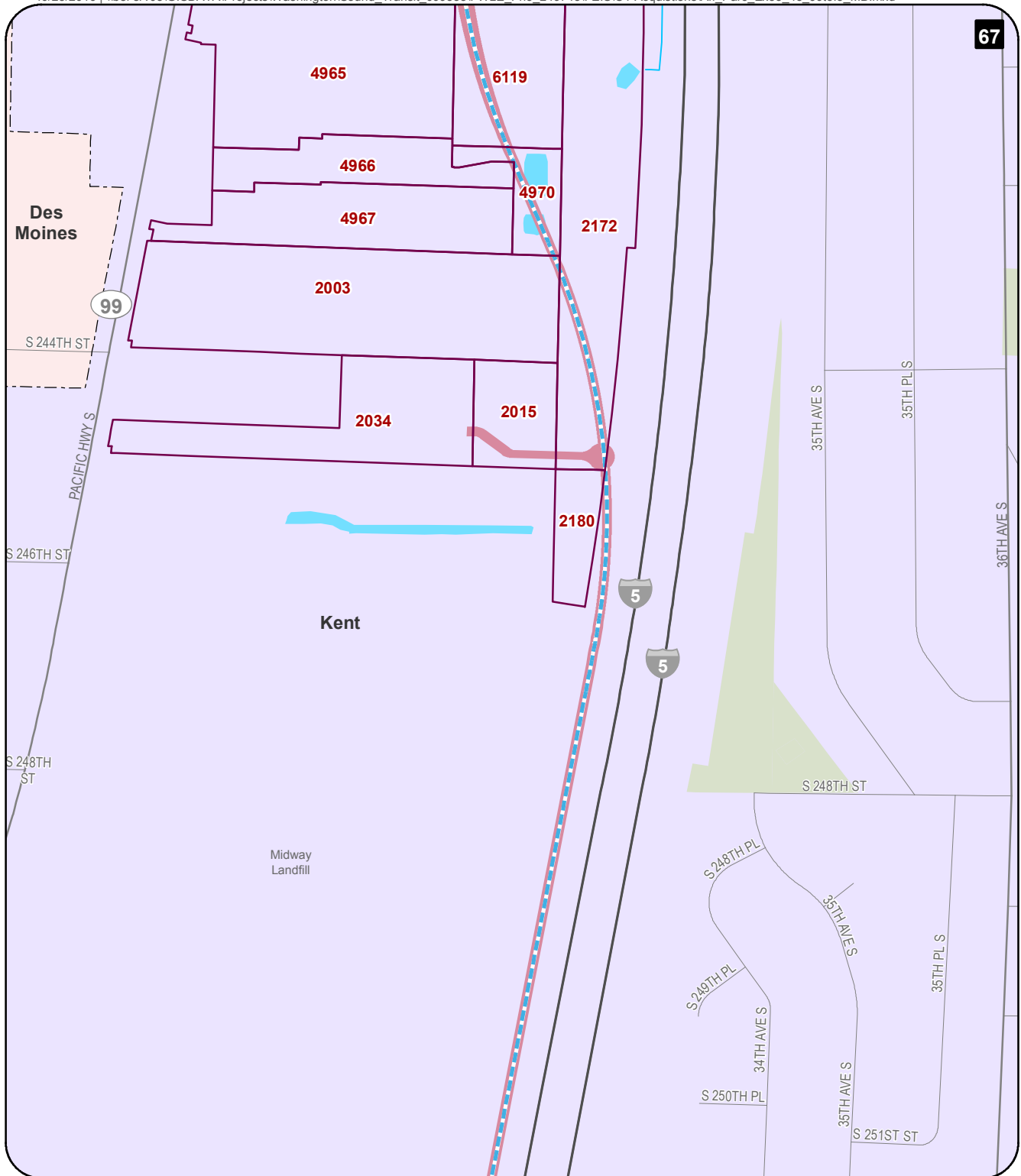
EXHIBIT D4.1-33
SR 99 to I-5 Alternative
Affected Parcels
Federal Way Link Extension



 Affected Parcel

Federal Way Link Extension





LEGEND

SR 99 to I-5 Alternative

--- Elevated

--- At-Grade

... Trench

S Station

--- City Boundary

--- Street

--- Stream

Waterbody

Park / Open Space

Permanent Footprint

Affected Parcel

Data Sources: King County, Cities of Seatac, Des Moines, Kent, Federal Way (2015).

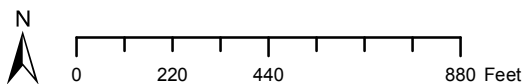
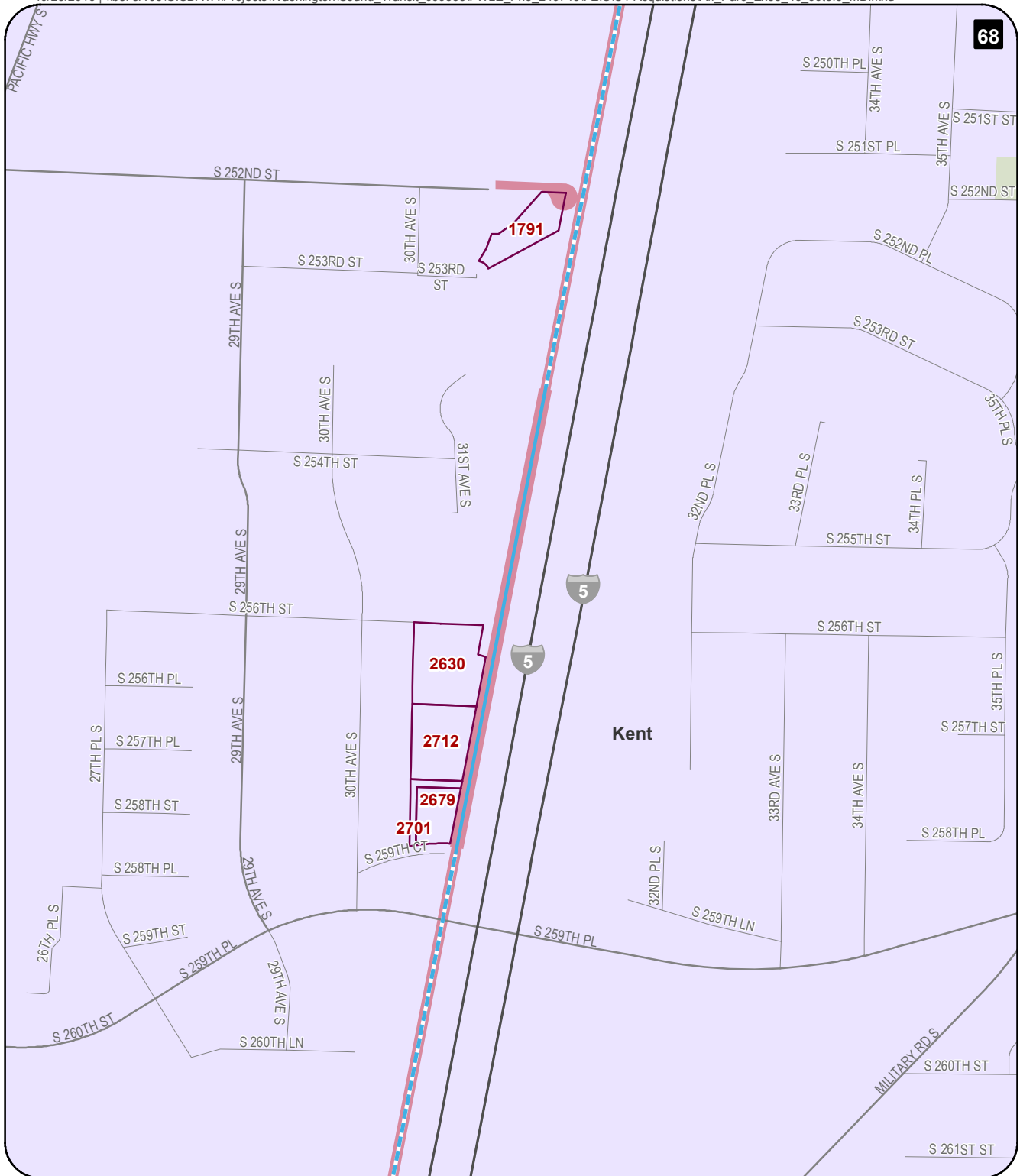


EXHIBIT D4.1-35
SR 99 to I-5 Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

- | | | |
|--|---|---|
| SR 99 to I-5 Alternative | --- City Boundary | Permanent Footprint |
| Elevated | — Street | Affected Parcel |
| At-Grade | Stream | |
| Trench | Waterbody | |
| S Station | Park / Open Space | |

Data Sources: King County, Cities of Seatac, Des Moines, Kent, Federal Way (2015).

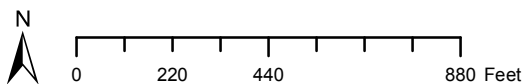
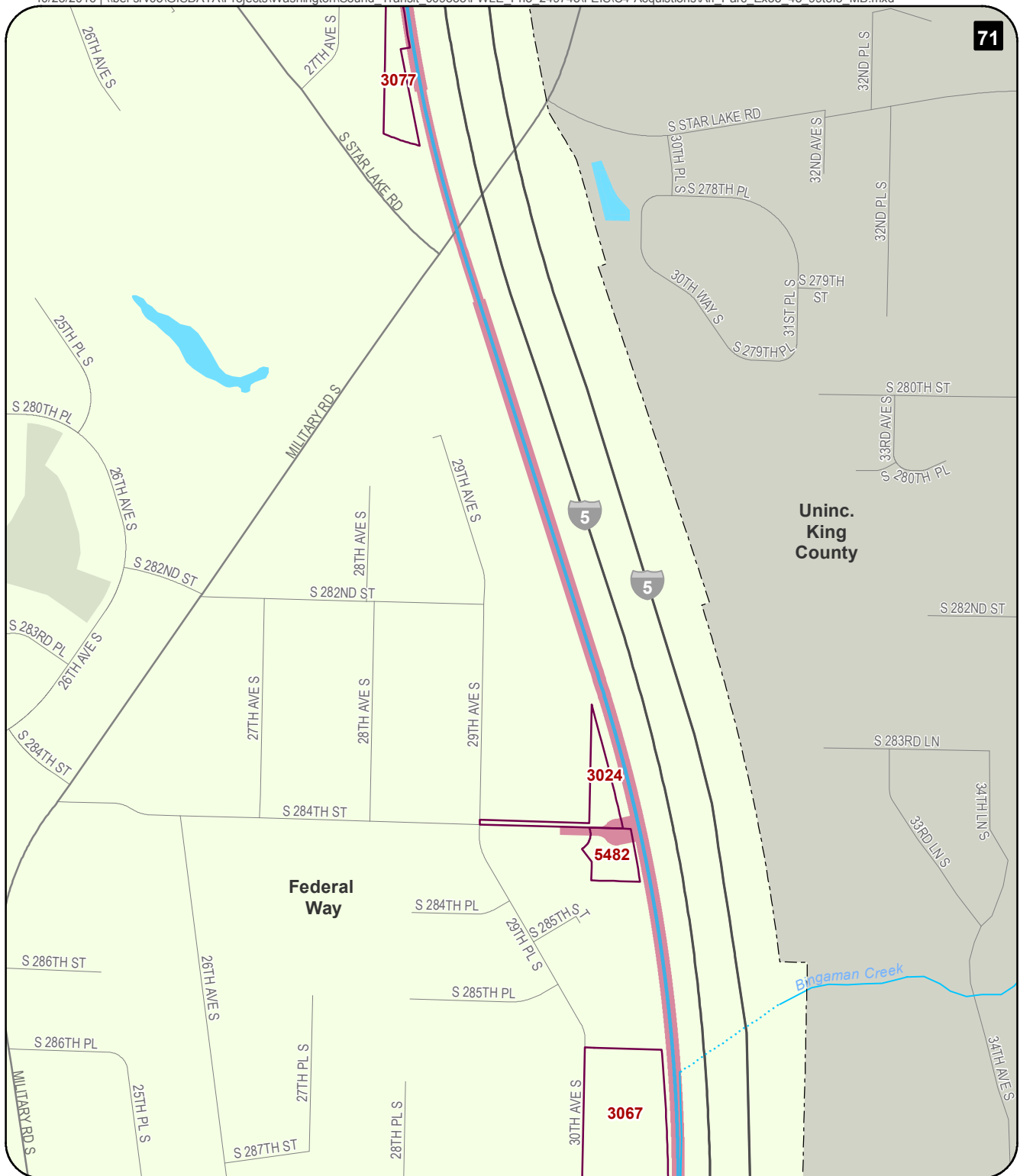


EXHIBIT D4.1-36
SR 99 to I-5 Alternative
Affected Parcels
 Federal Way Link Extension







LEGEND

SR 99 to I-5 Alternative

— Elevated

— At-Grade

••• Trench

S Station

--- City Boundary

— Street

— Stream

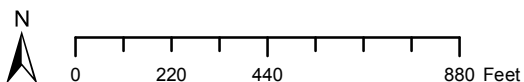
Waterbody

Park / Open Space

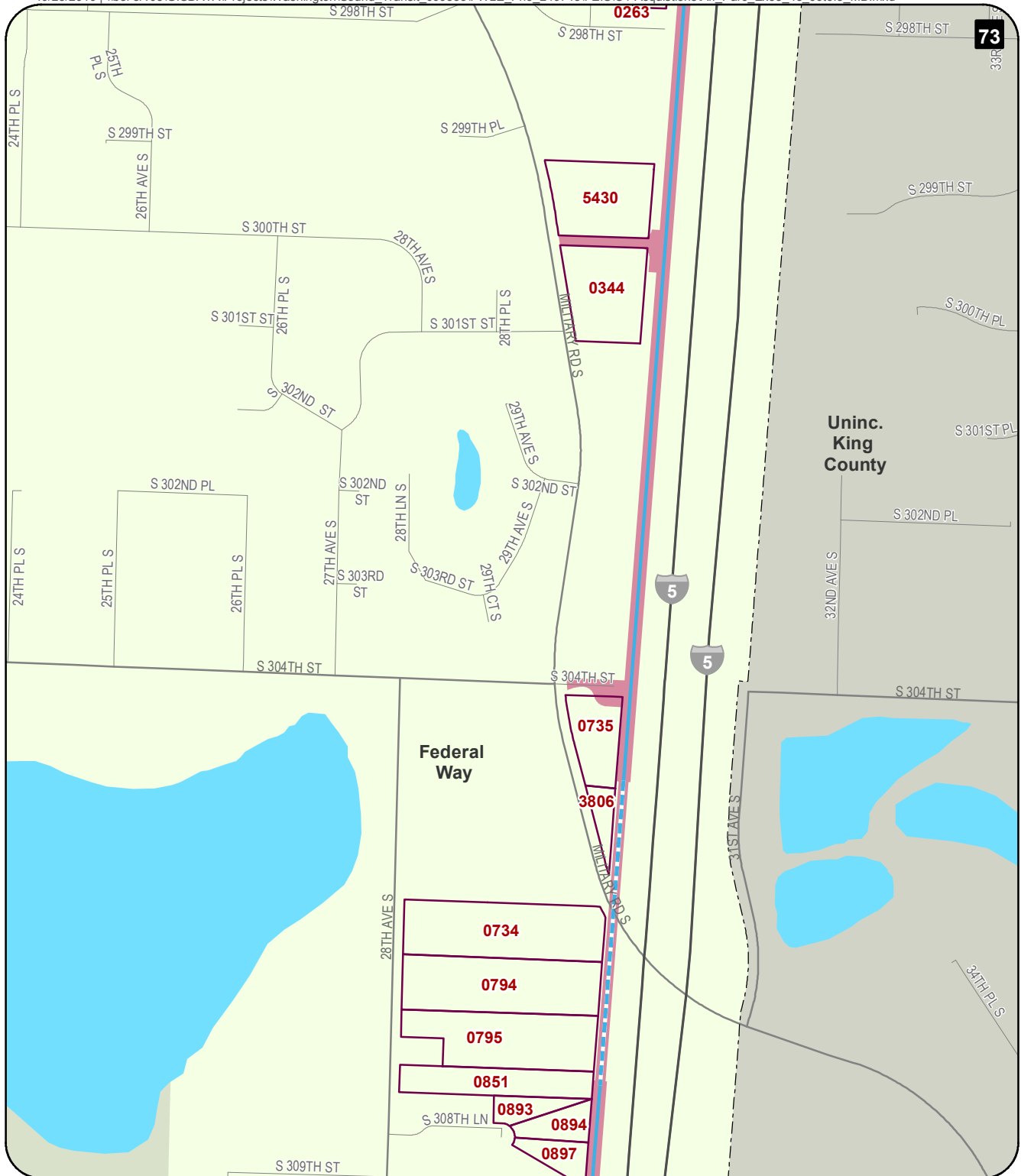
Permanent Footprint

Affected Parcel

Data Sources: King County, Cities of Seatac, Des Moines, Kent, Federal Way (2015).







LEGEND

SR 99 to I-5 Alternative

— Elevated

— At-Grade

••• Trench

S Station

--- City Boundary

— Street

— Stream

Waterbody

Park / Open Space

Permanent Footprint

Affected Parcel

Data Sources: King County, Cities of Seatac, Des Moines, Kent, Federal Way (2015).

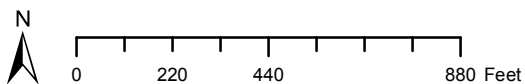
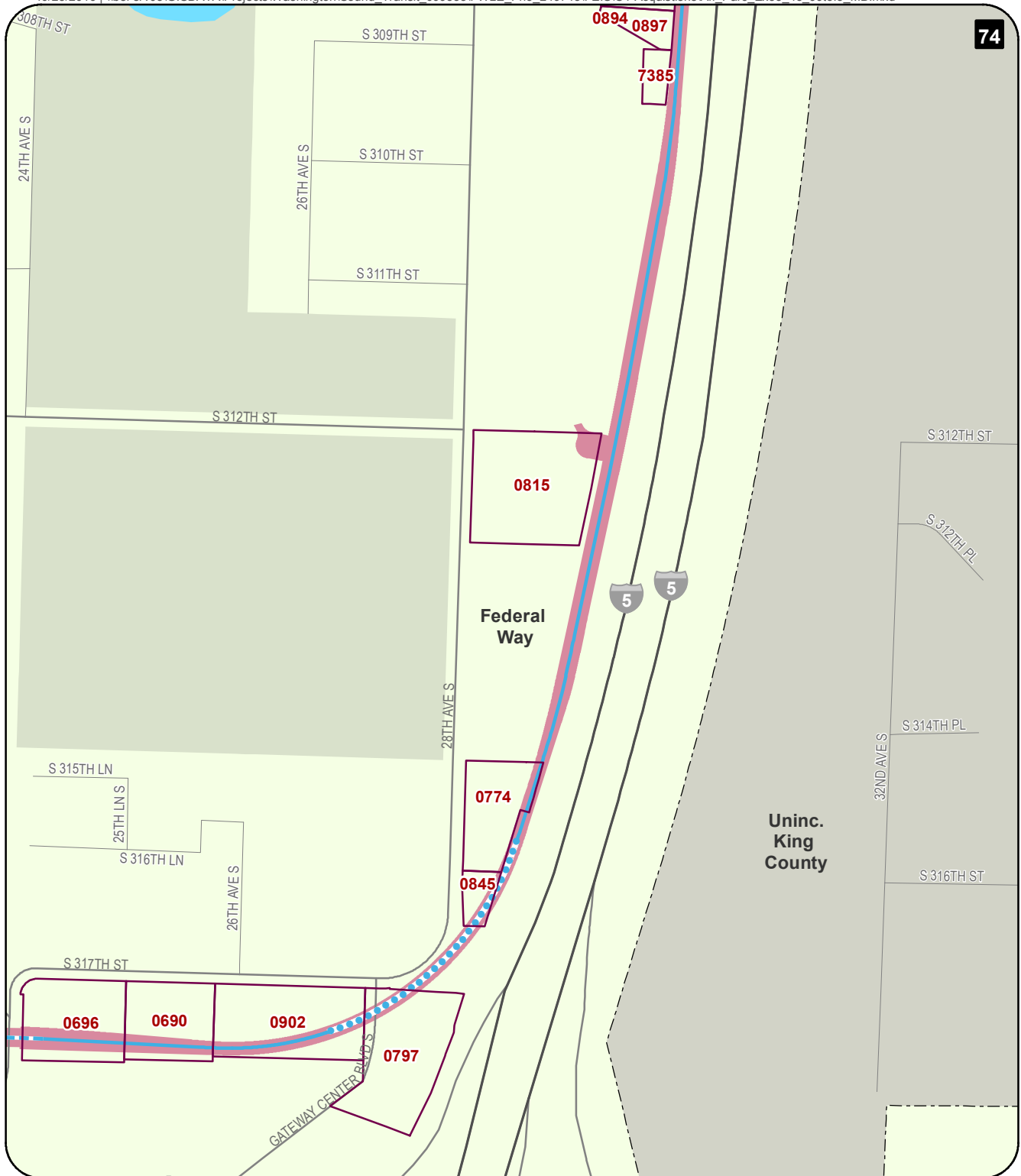


EXHIBIT D4.1-41
SR 99 to I-5 Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

SR 99 to I-5 Alternative

— Elevated

— At-Grade

••• Trench

S Station

--- City Boundary

— Street

— Stream

Waterbody

Park / Open Space

Permanent Footprint

Affected Parcel

Data Sources: King County, Cities of Seatac, Des Moines, Kent, Federal Way (2015).

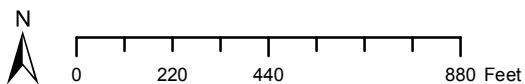
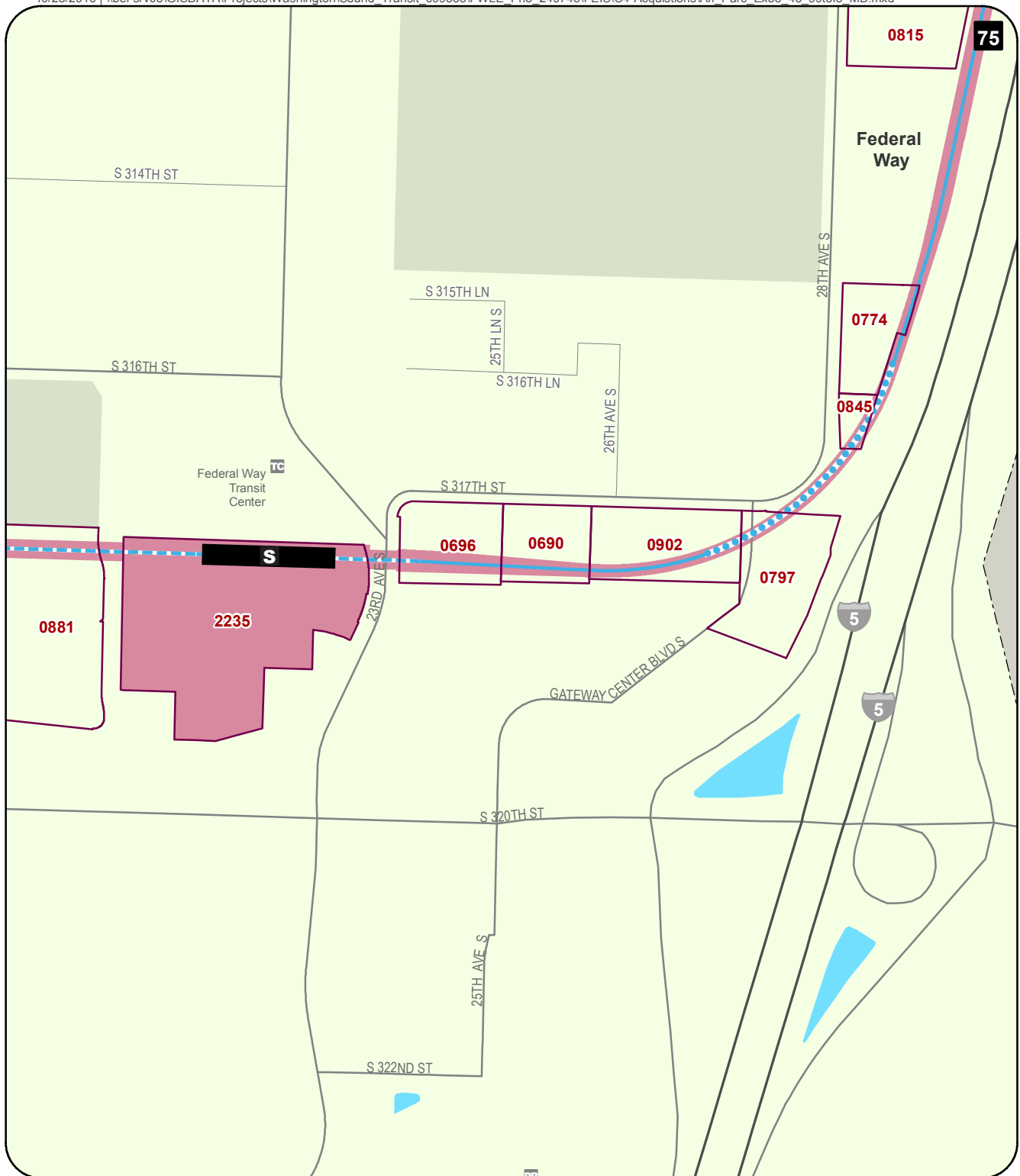


EXHIBIT D4.1-42
SR 99 to I-5 Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

SR 99 to I-5 Alternative

--- Elevated

— At-Grade

••• Trench

S Station

--- City Boundary

— Street

— Stream

Waterbody

Park / Open Space

Permanent Footprint

Affected Parcel

Data Sources: King County, Cities of Seatac, Des Moines, Kent, Federal Way (2015).

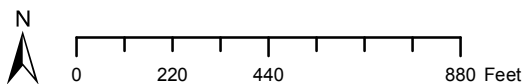
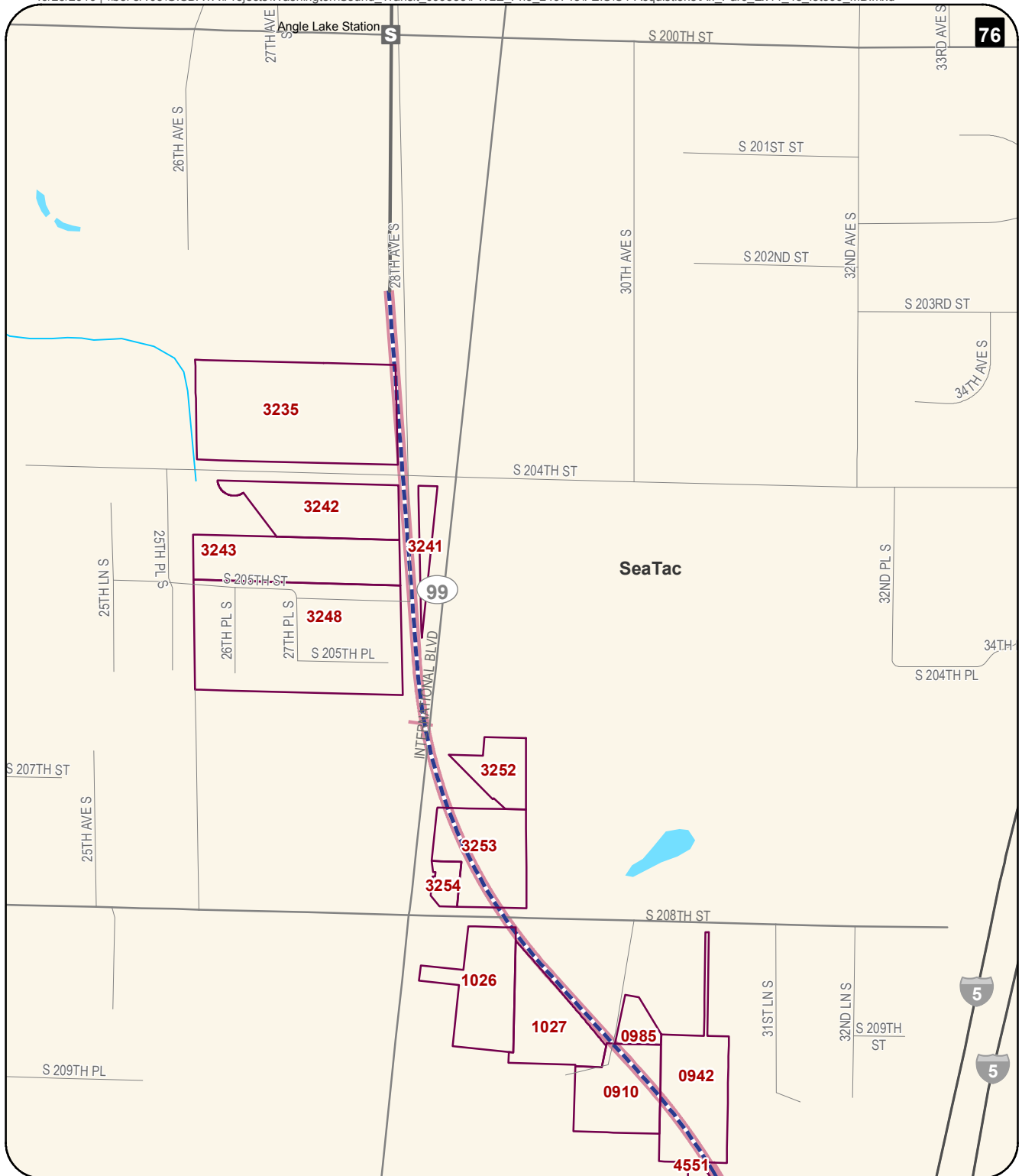


EXHIBIT D4.1-43
SR 99 to I-5 Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

I-5 to SR 99 Alternative

--- City Boundary

--- Elevated

--- At-Grade

--- Trench

S Station

--- Stream

--- Waterbody

--- Park / Open Space

Permanent Footprint

Affected Parcel

Data Sources: King County, Cities of Seatac, Des Moines, Kent (2015).

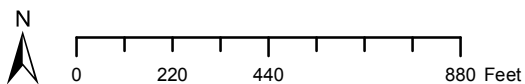
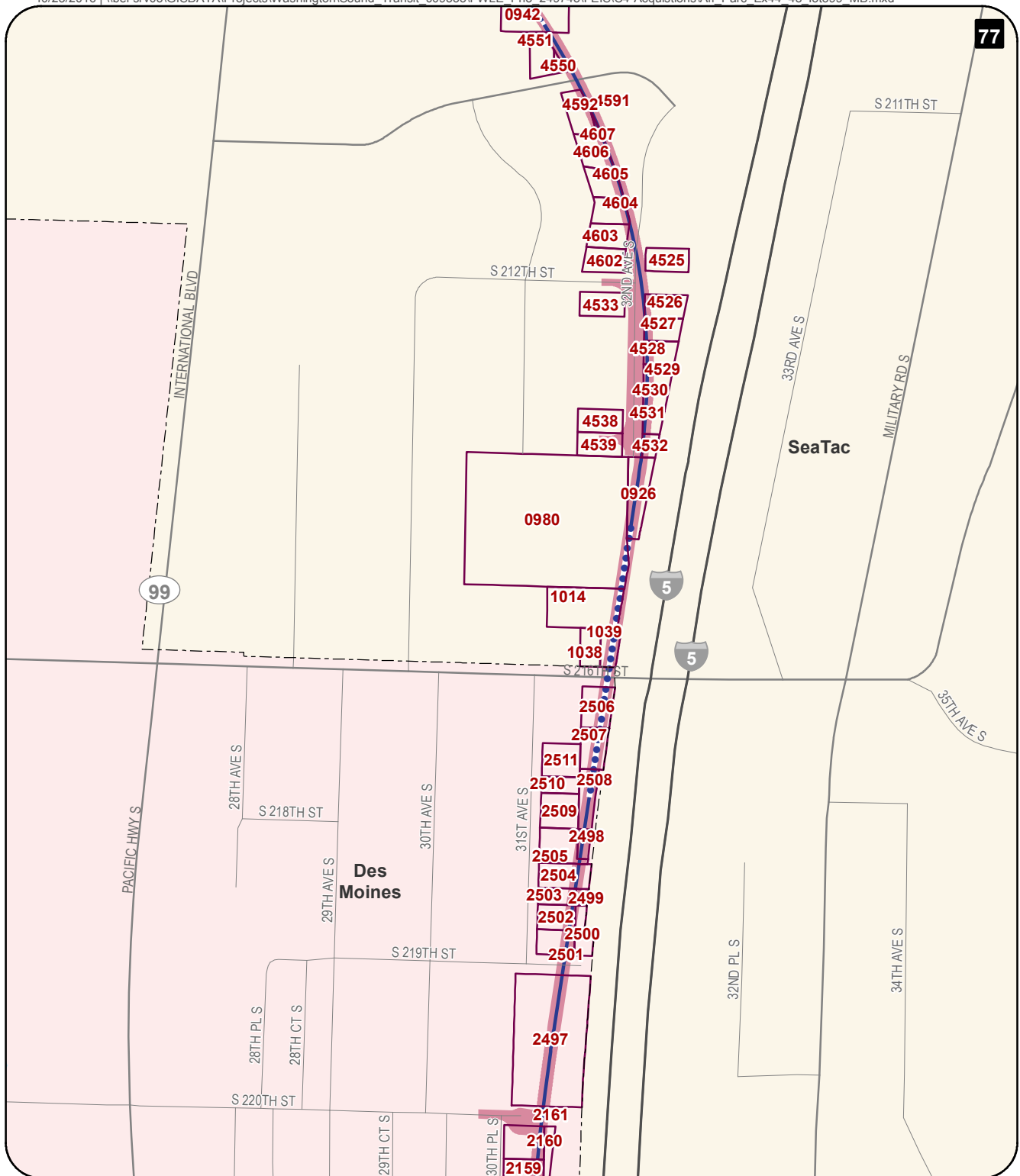


EXHIBIT D4.1-44
I-5 to SR 99 Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

- I-5 to SR 99 Alternative**
 - City Boundary
 - Stream
 - Waterbody
 - Park / Open Space
 - Permanent Footprint
 - Affected Parcel
- Elevated
- At-Grade
- Trench
- Station

Data Sources: King County, Cities of Seatac, Des Moines, Kent (2015).

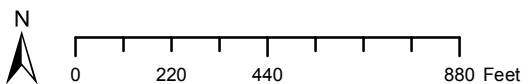
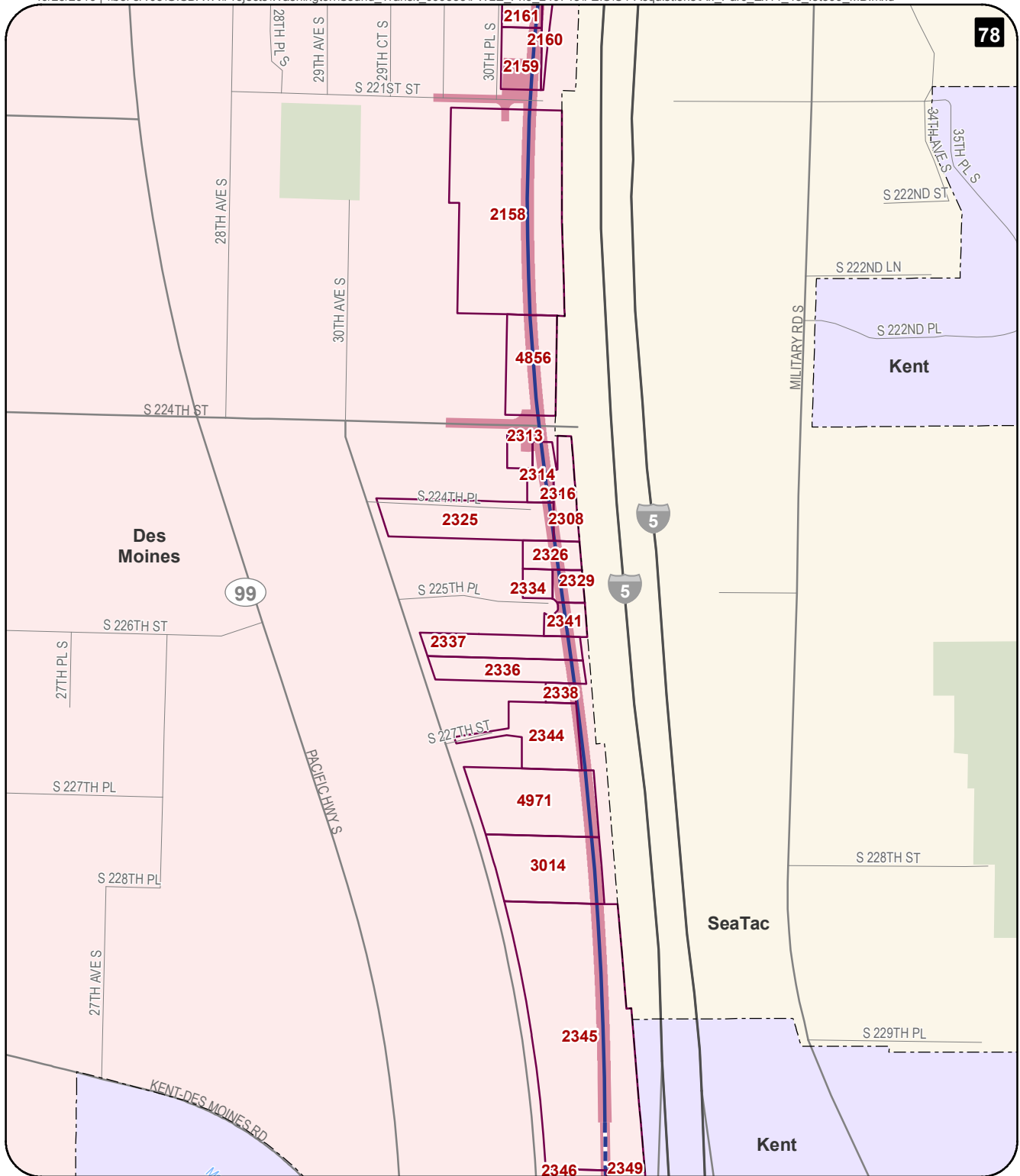


EXHIBIT D4.1-45
I-5 to SR 99 Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

I-5 to SR 99 Alternative

— Elevated

— At-Grade

••• Trench

S Station

--- City Boundary

— Stream

— Waterbody

— Park / Open Space

Permanent Footprint

Affected Parcel

Data Sources: King County, Cities of Seatac, Des Moines, Kent (2015).

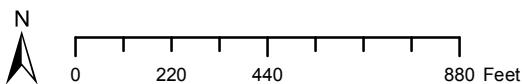
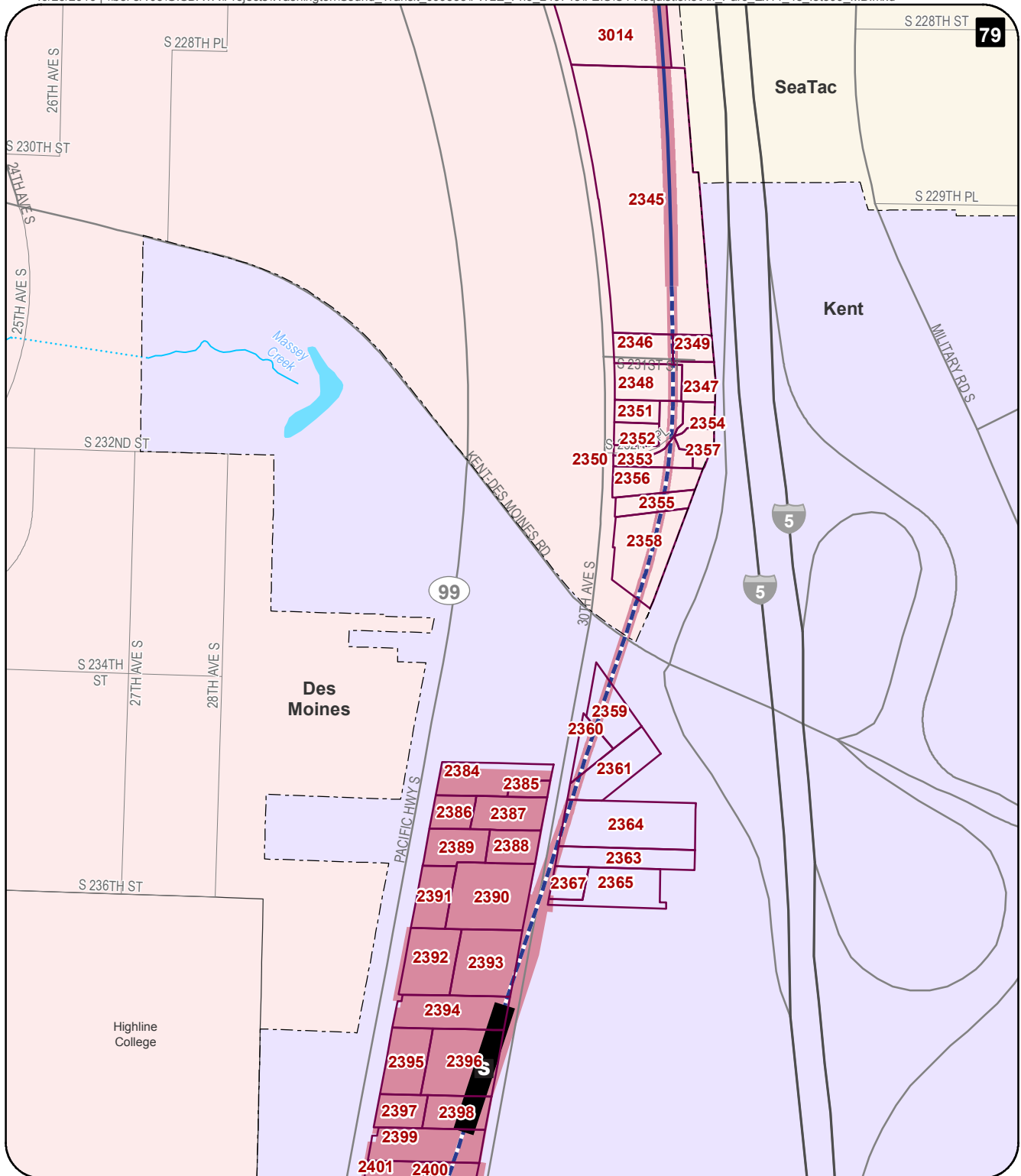


EXHIBIT D4.1-46
I-5 to SR 99 Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

I-5 to SR 99 Alternative

— Elevated

— At-Grade

••• Trench

S Station

--- City Boundary

— Stream

Waterbody

Park / Open Space

Permanent Footprint

Affected Parcel

Data Sources: King County, Cities of SeaTac, Des Moines, Kent (2015).

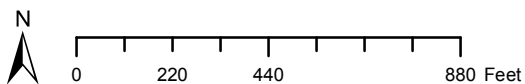
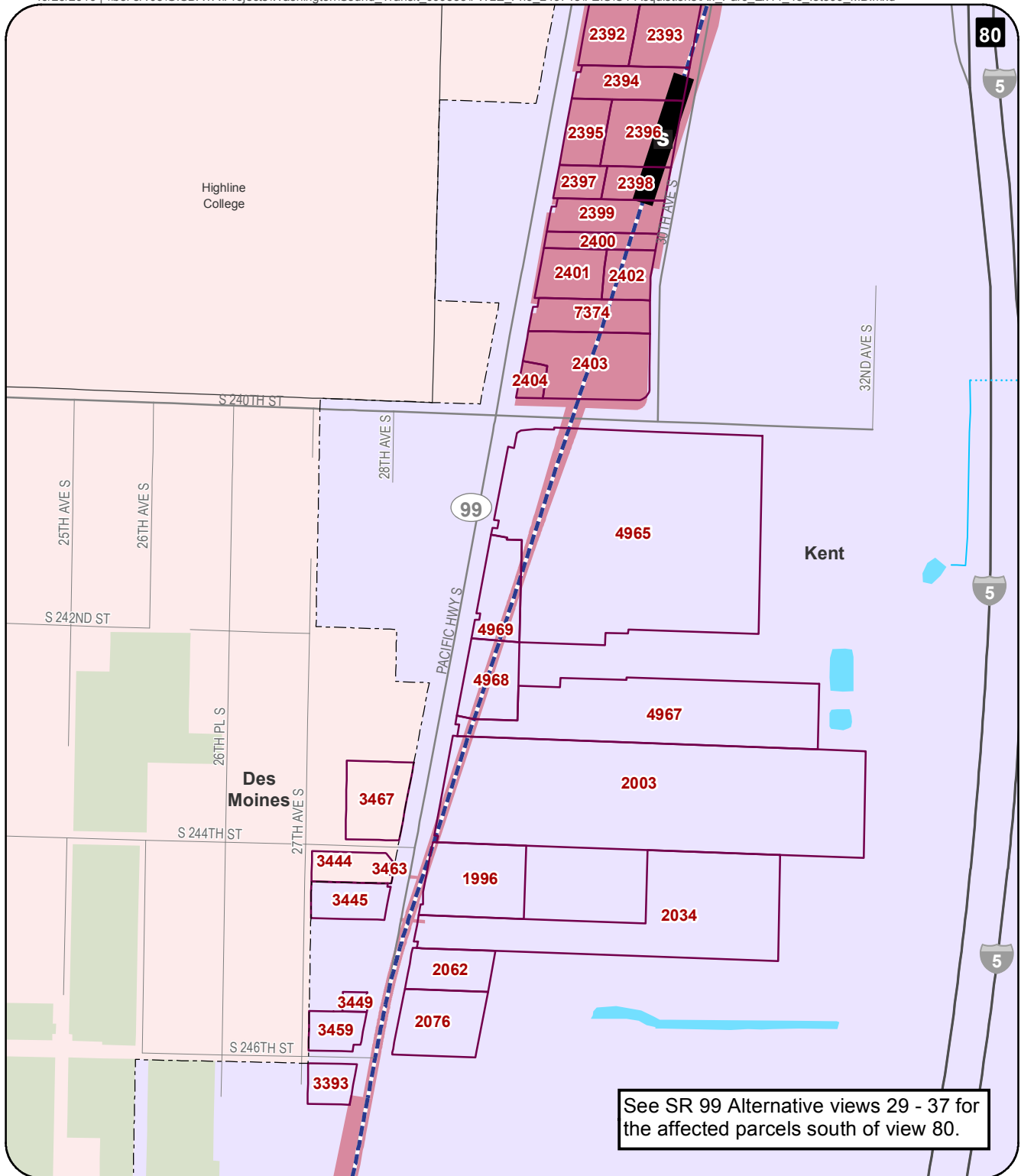


EXHIBIT D4.1-47
I-5 to SR 99 Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

I-5 to SR 99 Alternative

--- City Boundary

--- Elevated

--- At-Grade

... Trench

S Station

--- City Boundary

--- Stream

--- Waterbody

--- Park / Open Space

Permanent Footprint

Affected Parcel

Data Sources: King County, Cities of Seatac, Des Moines, Kent (2015).

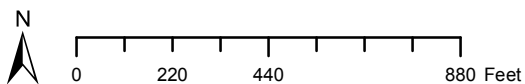
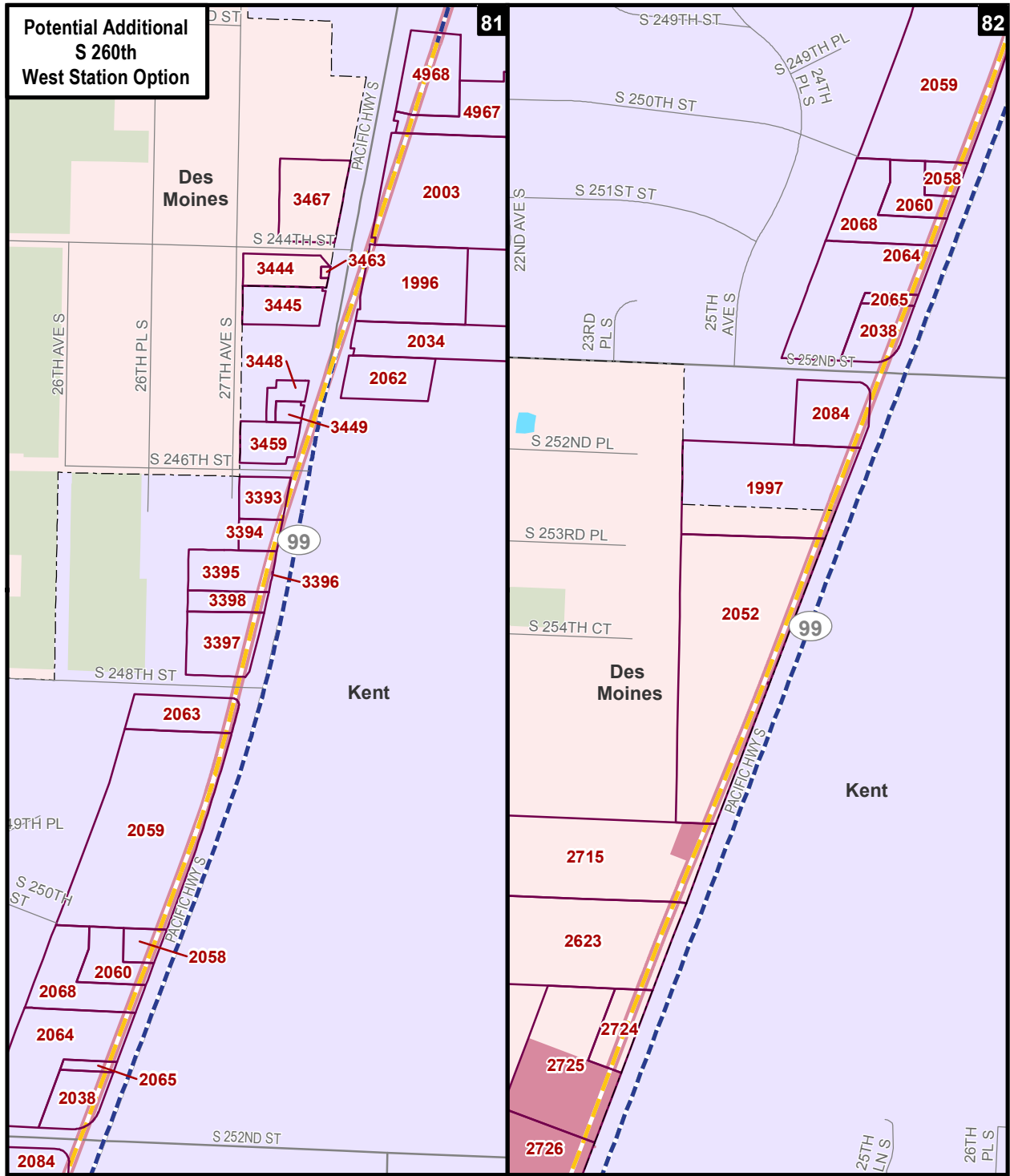


EXHIBIT D4.1-48
I-5 to SR 99 Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

I-5 to SR 99 Alternative

— Elevated

Option

— Elevated

--- City Boundary

— Street

— Stream

Waterbody

Park / Open Space

Permanent Footprint

Affected Parcel

Data Sources: King County, Cities of Seatac, Des Moines, Kent (2015).

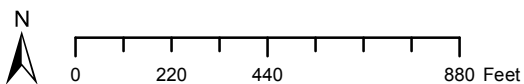
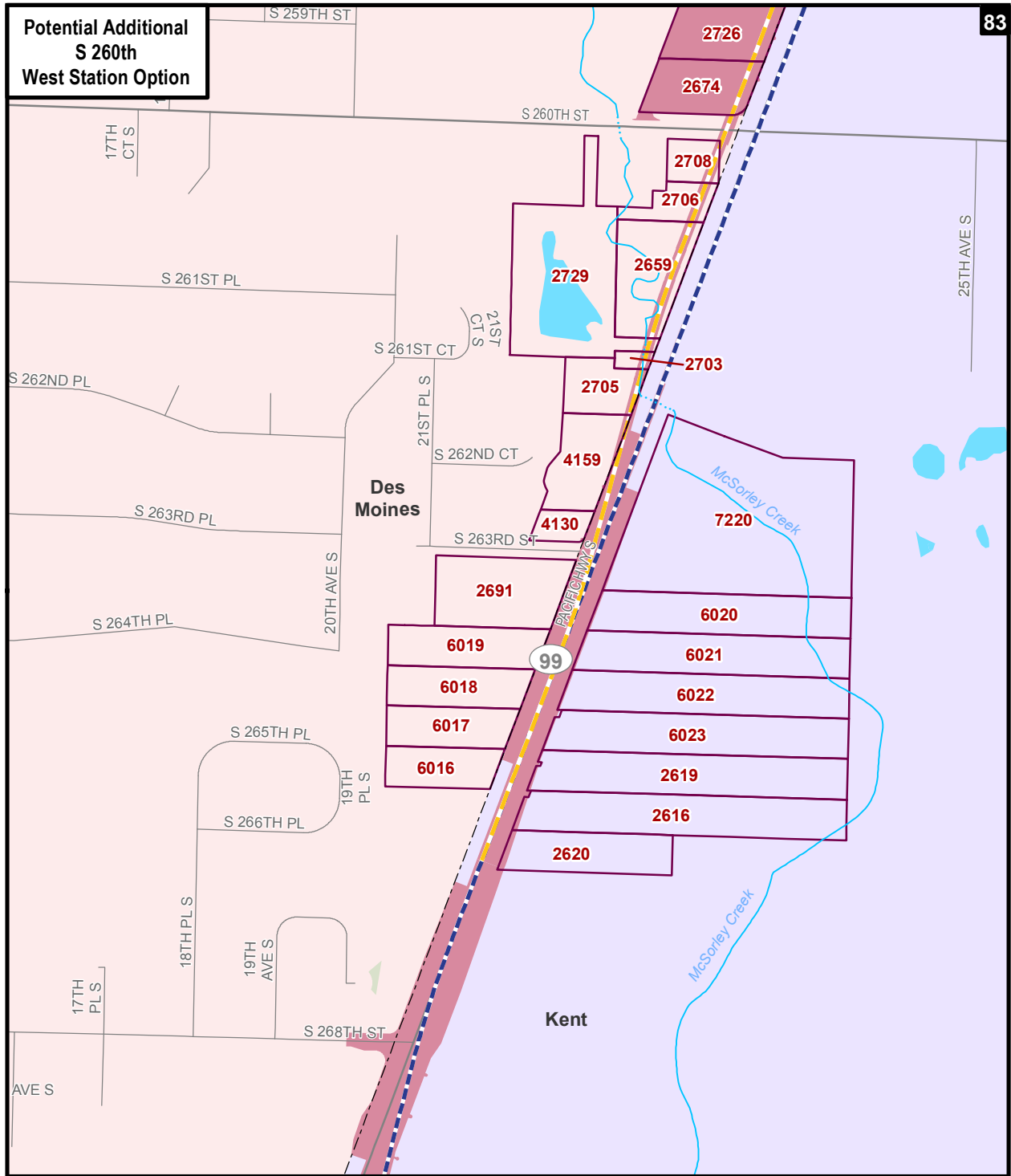


EXHIBIT D4.1-49
I-5 to SR 99 Alternative S 260th West Station Option
Affected Parcels

Federal Way Link Extension



LEGEND

I-5 to SR 99 Alternative

— Elevated

Option

— Elevated

--- City Boundary

— Street

— Stream

Waterbody

Park / Open Space

Permanent Footprint

Affected Parcel

Data Sources: King County, City of Federal Way (2015).

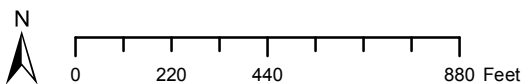


EXHIBIT D4.1-50
I-5 to SR 99 Alternative S 260th West Station Option
Affected Parcels
Federal Way Link Extension

Land Use

D4.2.1 Land Use Conversion to Transportation Use

Table D4.2-1 shows the estimated amount of land that would be converted by the Federal Way Link Extension (FWLE) to a transportation-related use by alternative. Changes in this amount associated with station and alignment options are shown as an increase or decrease relative to each alternative. The totals represent the amount of property that would be permanently required outside of existing rights-of-way.

D4.2.2 Transit-Oriented Development Potential

Table D4.2-2 shows the development potential within 1/4 mile of each station location as determined by the *Federal Way Link Extension Transit Oriented Development Study Addendum* (Sound Transit, 2016a). Development potential was one of four measures used to determine a station's overall transit-oriented development (TOD) potential for the Final EIS. The Draft EIS included a "land availability" measure, which was refined and replaced with the development potential measure. The newer measure takes into account zoning and building densities and determines how much net new development can be accommodated within 1/4 mile of each station after light rail is constructed, as measured by residential and commercial square footage capacity.

D4.2.3 Land Use Plans, Goals, and Policies

Sound Transit reviewed regional, state, local, and major institution master plans to identify goals and/or policies applicable to the FWLE. The following sections summarize applicable plans and discuss the project's consistency with them. Table D4.2-3 at the end of this section provides information on specific goals and policies in the relevant plans and the FWLE's consistency with each of them. The table lists each plan and presents text from the applicable element and subsection of each plan, identifies whether the FWLE is consistent with the goal or policy, and discusses the way in which the project is consistent. The table addresses specific goals and policies, but there are many policies not listed because they are not applicable or relevant to the FWLE (e.g., the policy addresses an area outside of the FWLE study area). The FWLE would also be required to comply with all permits and approvals from applicable federal, state, and local agencies prior to construction. The alignment and station alternatives are substantially consistent with plans and policies in the study area.

TABLE D4.2-1

Potential Land Use Conversion to Transportation-Related Land Use (acres)

Alternative	Single-Family	Multi-Family	Commercial (includes Office)	Industrial	Institutional	Parks/Open Space	Vacant	Total Acreage Affected ^a
Preferred Alternative	6.0	6.2	16.9	<0.1	4.0	0.2	14.3	47.7
Kent/Des Moines Station Options								
Kent/Des Moines At-Grade Station Option	-2.4	-1.2	-6.2	0	-0.9	0	+11.1	+0.5
Kent/Des Moines I-5 Station Option	+2.0	+3.8	-4.4	0	+2.0	0	-2.0	+1.5
Landfill Median Alignment Option	-0.2	0	-0.9	0	0	0	-2.0	-3.1
S 272nd Star Lake Elevated Station Option	0	+0.1	0	0	0	0	+0.1	+0.2
S 317th Elevated Alignment Option	-0.1	0	+0.4	0	0	0	+0.1	+0.4
Federal Way City Center Station Options								
Federal Way I-5 Station Option	0	0	+7.3	0	-0.5	0	-0.1	+6.8
Federal Way S 320th Park-and-Ride Station Option	-0.1	+1.3	-8.9	0	-0.5	0	-0.1	-8.4
SR 99 Alternative	0.2	2.1	30.4	0	0.4	0	7.6	40.6
S 216th Station Options								
S 216th West Station Option	0	0	+6.0	0	+0.1	0	+1.5	+7.6
S 216th East Station Option	0	+3.8	+0.5	0	0	0	+0.1	+4.4
Kent/Des Moines Station Options								
Kent/Des Moines HC Campus Station Option	+1.5	+1.6	-1.6	0	+3.5	0	+0.3	+5.2
Kent/Des Moines HC from S 216th West Station Option	+1.6	+1.1	+5.7	0	+3.8	0	+1.6	+13.8
Kent/Des Moines SR 99 Median Station Option	0	+0.4	-1.9	0	0	0	-0.5	-2.1
Kent/Des Moines SR 99 East Station Option	0	+2.5	-3.4	0	0	0	+0.4	-0.5
S 260th Station Options								
S 260th West Station Option	0	+0.1	+5.1	+0.1	0	0	+2.0	+7.2
S 260th East Station Option	+0.2	0	+3.5	+0.1	-0.1	0	+1.2	+4.9
S 272 Redondo Trench Station Option	+0.9	+0.2	+1.0	0	+0.1	0	+3.2	+5.4

TABLE D4.2-1

Potential Land Use Conversion to Transportation-Related Land Use (acres)

Alternative	Single-Family	Multi-Family	Commercial (includes Office)	Industrial	Institutional	Parks/Open Space	Vacant	Total Acreage Affected ^a
Federal Way SR 99 Station Option	0	0	+2.2	0	-0.3	0	+2.5	+4.5
SR 99 to I-5 Alternative	5.5	5.9	17.2	0	0.8	0	5.8	35.2
S 216th Station Options								
S 216th West Station Option	0	0	+6.0	0	+0.1	0	+1.5	+7.6
S 216th East Station Option	0	+3.8	+0.5	0	0	0	+0.1	+4.4
Landfill Median Alignment Option	+0.1	0	-0.3	0	0	0	-0.3	-0.6
Federal Way City Center Station Options								
Federal Way I-5 Station Option	+0.1	0	+6.8	0	0	0	0	+6.8
Federal Way S 320th Park-and-Ride Station Option	-0.1	+1.1	-9.4	0	0	0	-0.1	-8.4
I-5 to SR 99 Alternative	1.3	6.4	25.9	<0.1	1.3	0	9.2	44.1
S 260th Station Options								
S 260th West Station Option	0	0	+4.3	0	0	0	+2.3	+6.6
S 260th East Station Option	+0.2	0	+3.5	+0.1	-0.1	0	+1.2	+4.9
S 272nd Redondo Trench Station Option	+0.9	+0.2	+1.0	0	+0.1	0	+3.2	+5.4
Federal Way SR 99 Station Option	0	0	+2.2	0	-0.3	0	+2.5	+4.5

Note: Existing land-use types were developed using King County Assessor data. Acreage excludes planned staging areas and portions of parcels that are anticipated to be sold after construction is complete.

^a Total may be more or less than the sum of individual zoning categories due to rounding.

TABLE D4.2-2

Development Potential of Station Locations

Station	Alternative	Development Potential		
		Commercial Square Feet	Residential Square Feet	Total Square Feet
S 216th Station Area				
S 216th West Station Option	SR 99, SR 99 to I-5	3,000,000	700,000	3,700,000
S 216th East Station Option	SR 99, SR 99 to I-5	2,000,000	700,000	2,700,000
Kent/Des Moines Station Area				
Preferred Kent/Des Moines Station	Preferred Alternative	1,200,000	2,300,000	3,500,000
Kent/Des Moines I-5 Station Option	Preferred Alternative	1,100,000	2,100,000	3,200,000
Kent/Des Moines At-Grade Station Option	Preferred Alternative	2,200,000	3,000,000	5,200,000
Kent/Des Moines 30th Avenue East Station	SR 99 to I-5	1,200,000	2,400,000	3,600,000
Kent/Des Moines HC Campus Station Option	SR 99	700,000	1,900,000	2,600,000
Kent/Des Moines SR 99 West Station	SR 99	1,300,000	2,700,000	4,000,000
Kent/Des Moines SR 99 Median Station Option	SR 99	1,000,000	1,100,000	2,100,000
S 260th Station Area				
S 260th West Station Option	SR 99, I-5 to SR 99	800,000	100,000	900,000
S 260th East Station Option	SR 99, I-5 to SR 99	700,000	-	700,000
S 272nd Station Area				
Preferred S 272nd Star Lake Station	Preferred Alternative, SR 99 to I-5	-	100,000	100,000
S 272nd Redondo Station	SR 99, I-5 to SR 99	1,300,000	400,000	1,700,000
S 272nd Redondo Trench Station Option	SR 99, I-5 to SR 99	600,000	400,000	1,000,000
Federal Way City Center Station Area				
Preferred Federal Way Transit Center Station	Preferred Alternative	3,100,000	3,300,000	6,400,000
Federal Way I-5 Station Option	Preferred Alternative, SR 99 to I-5	1,500,000	1,500,000	3,000,000
Federal Way S 320th Park-and-Ride Station Option	Preferred Alternative, SR 99 to I-5	1,000,000	1,200,000	2,200,000
Federal Way Transit Center Station (SR 99)	SR 99, I-5 to SR 99	3,000,000	3,200,000	6,200,000
Federal Way SR 99 Station Option	SR 99, I-5 to SR 99	2,400,000	2,700,000	5,100,000

Note: Development potential was evaluated by determining net new development potential in terms of commercial square feet and residential square feet within 1/4 mile of the station. Square footage rounded to nearest 100,000.

D4.2.3.1 Regional and State Land Use Plans

There are six regional and state planning documents that establish the framework for local land use and transportation plans and programs: the Washington State Growth Management Act (GMA; Revised Code of Washington [RCW] 36.70A), *VISION 2040* (Puget Sound Regional Council [PSRC], 2009), *Transportation 2040* (PSRC, 2014), Sound Transit's *Regional Transit Long-Range Plan* (Sound Transit, 2014a), Sound Transit's *TOD Program Strategic Plan* (Sound Transit, 2014b), and the *King County Comprehensive Plan* (King County, 2012). The following subsections provide an overview of each.

Growth Management Act

Plan Summary

The GMA, adopted in 1990 to mandate comprehensive planning, provides a complete framework for managing growth and coordinating land use development with the construction of transportation facilities and other infrastructure. Local, county, and regional plans in Washington are required to be consistent with the policies of the GMA. The GMA includes 13 planning goals for managing urban growth, protecting agricultural lands, reducing sprawl, and encouraging multimodal transportation systems. The overall goals of the GMA encourage development in urban areas where adequate public facilities and services exist or can be provided efficiently, and they encourage efficient multimodal transportation systems that are based on regional priorities and are coordinated with county and city comprehensive plans.

Affected jurisdictions, including the Cities of SeaTac, Des Moines, Kent, and Federal Way, keep pace with land development by making public road and transit improvements to help meet the expected transportation demand. The GMA requires local governments to develop and adopt growth management policies, plans, and regulations. Comprehensive plans require elements that address land use, housing, capital facilities, utilities, rural lands (counties only), and transportation. In addition, the transportation element is required to be consistent with the land use element. Coordination of land use and transportation is a key component of the GMA. The GMA also mandates cities and counties to establish a process in their comprehensive plans to make the provision for siting essential public facilities, such as airports, state or regional transportation and transit facilities, solid waste handling facilities, mental health facilities, group homes, and secure community transition facilities.

Project Consistency

The FWLE alternatives and stations would be located within the Cities of SeaTac, Des Moines, Kent, and Federal Way, all of which have adopted comprehensive plans and regulations. The FWLE alternatives are generally, but not entirely, consistent with the provisions in the GMA. However, the FWLE would connect the four cities and would promote the goals of the GMA. In addition, the FWLE is considered an essential public facility and, as such, under GMA, when Sound Transit's routing decision is final, the cities would have a "duty to accommodate" the light rail project in their land use plans. The FWLE would be consistent with GMA in that it would encourage growth within the urban area, reduce sprawl, and provide a transportation alternative to the single-occupant vehicle (SOV).

VISION 2040

Plan Summary

VISION 2040, adopted in 2008 by the PSRC, serves as the Puget Sound Region's integrated long-range growth management strategy for the four-county area the PSRC serves (i.e., King County, Snohomish County, Pierce County, and Kitsap County). *VISION 2040* focuses on a projected additional 1.7 million people in the Puget Sound Region by 2040 and identifies the cities of SeaTac and Federal Way as regional growth centers. It promotes development of a coordinated transportation system that is integrated with and supported by the growth management strategy and builds upon and supports local, countywide, regional, and state planning efforts. Countywide planning policies in each of the counties supply the local framework and provide additional detail for county and city comprehensive plans. *VISION 2040* strategies and policies are located within six elements: environment, development patterns, housing, economy, transportation, and public services.

VISION 2040's focus is to contain growth, concentrate new employment into urban centers, and link the centers with a high-quality multimodal transportation system. This strategy is designed to foster a greater mix of land uses and a more complete and efficient network of streets and other public rights-of-way and to support an urban environment that is more amenable to walking, bicycling, and using transit. *VISION 2040* contains many goals and policies applicable to the FWLE.

Project Consistency

Table D4.2-3 provides information on the goals and policies of *VISION 2040* and how the FWLE would be consistent with them.

Transportation 2040

Plan Summary

Transportation 2040, adopted by the PSRC in May 2010, updated in 2014, and amended in 2015, is the long-range plan for transportation in the central Puget Sound Region through 2040 and is the transportation element of *VISION 2040*. The transportation-related plans of the cities, counties, transit agencies, and region form the basis for the *Transportation 2040* plan. The plan identifies what improvements in transportation are needed in order to meet anticipated growth in the central Puget Sound Region. *Transportation 2040* supports a balanced multimodal transportation system that provides options to users. The plan identifies specific projects that have been designed to improve roads and transit, ferry, aviation, and non-motorized service.

Project Consistency

The FWLE is identified in *Transportation 2040* and is a key component in the development of a regional high-capacity system linking urban centers. In addition, the FWLE would allow jurisdictions to better implement transit- and pedestrian-oriented land use patterns where current zoning allows such development to occur.

Sound Transit Regional Transit Long-Range Plan

Plan Summary

For more than 30 years, the Seattle Region has planned for high-capacity transit (HCT), particularly light rail, to connect the northern, southern, and eastern reaches of the greater Seattle metropolitan area, as shown in Exhibit 1-1 in Chapter 1 of the Final EIS. These plans include HCT serving the six

communities of the FWLE. The FWLE corridor was included in Sound Transit's 1996 *Regional Transit Long-Range Vision* (Sound Transit, 1996a) and in the 2005 and 2014 *Regional Transit Long-Range Plan* (Sound Transit, 2014a). Sound Move, which was adopted in 1996 (Sound Transit, 1996b), implemented the first phase of the *Regional Transit Long-Range Vision*. In 2008, the voters approved financing for the Sound Transit 2 Plan (Sound Transit, 2008; "ST2"), which prioritized the second round of regional transit system investments, including the FWLE. The current ST2 tax revenue allows for construction to Kent/Des Moines. Funds for construction to the Federal Way Transit Center are included in the Sound Transit 3 (ST3) ballot measure that voters will consider in November 2016.

Sound Transit's adopted 2005 *Regional Transit Long-Range Plan* was updated in 2014. This plan provides the goals, policies, and strategies for the long-term development of a HCT system in the central Puget Sound Region. As the regional transit authority under Chapters 81.104 and 81.112 RCW, Sound Transit is responsible for regional HCT system planning in the context of *Transportation 2040*.

Project Consistency

The FWLE is a proposed regional HCT system project that is included in the *Regional Transit Long-Range Plan*.

Sound Transit Transit-Oriented Development Program

Plan Summary

Adopted in September 2011 and updated in April 2014, Sound Transit's *TOD Program Strategic Plan* describes Sound Transit's vision, goals, and strategy for creating TOD on and around its stations, transit centers, and park-and-ride lots. The plan defines TOD as compact public and private development that supports transit use by emphasizing pedestrian and transit access, such as clustering development and mixing land uses and activities at and around transit facilities. Generally, the purpose of this strategy is to assist the integration of land use and transit in an environmentally responsible way. Specifically, this plan outlines an implementation strategy for Sound Transit's TOD program, recognizing that interagency, intra-agency, and public collaboration and support are critical factors in the achievement of Sound Transit's TOD policies. Of particular importance is the transformation of light rail transit station areas into livable transit communities. Sound Transit's TOD policy, adopted by the Sound Transit Board in 2012, establishes a framework in which Sound Transit will evaluate, facilitate, and implement TOD strategies as the agency plans, designs, builds and operates the regional transit system.

Recent state legislation authorizing Sound Transit to seek funding for ST3 creates additional requirements intended to maximize opportunities for affordable housing. It requires Sound Transit to offer properties considered suitable for housing first to a defined class of qualified entities, including cities, housing authorities, and nonprofit housing developers. Because the requirement is contingent on the successful passage of the ST3 ballot measure, the Sound Transit Board of Directors will determine how it will implement the law in late 2016 or early 2017. It is anticipated that this will require amendments to the TOD and Surplus Property Disposition policies, as well as adoption of detailed administrative procedures. Many of the future TOD parcels in FWLE station areas will likely

need to be evaluated for suitability for housing; affordable housing may be a substantial programmatic element in all station areas.

Project Consistency

The FWLE would act as a catalyst in the local jurisdiction station areas that have planned for and allow increased densities. Any TOD on surplus land owned by Sound Transit in station areas would follow the implementation strategy for Sound Transit's TOD program as laid out in the Sound Transit TOD Program Strategic Plan and Sound Transit's TOD policy.

King County Comprehensive Plan

Plan Summary

The King County Comprehensive Plan was originally adopted October 2008, and was last updated in November 2013. The plan is currently being updated and is expected to be adopted in late 2016. The King County Countywide planning policies (CPPs) set the framework for county and city comprehensive plans. The CPPs address issues that transcend city boundaries, such as setting urban growth areas, accommodating housing and job demand, and addressing capital facilities that are regional in nature, as well as providing a framework to promote consistency among a multitude of city plans.

Goals of the current adopted plan include reducing urban sprawl, protecting rural areas, providing affordable housing throughout the county, and coordinating protection of environmentally sensitive areas. The CPPs call for urban centers to provide areas of concentrated employment and housing with direct service by HCT and with a wide range of land uses. In this context, the FWLE is an important element of the region's growth strategy. Because the updated plan has not yet been adopted, the goals and policies are not included in this section, but they are expected to be generally consistent with the FWLE. The draft 2016 update provides goals and policies focusing on concentrating growth in urban areas, but it is also anticipated to address new challenges such as encouraging equitable access to opportunity, reducing carbon pollution, and positioning the County to respond to a changing climate, addressing housing affordability, and strengthening mobility options.

Project Consistency

Table D4.2-3 discusses the goals and policies of the King County CPPs and how the FWLE would be consistent with them.

D4.2.3.2 Local Land Use Plans

City of SeaTac Comprehensive Plan

Plan Summary

The *City of SeaTac Comprehensive Plan* was first adopted in 1994 and was amended annually through 2013. The City then worked on a major update and adopted a new comprehensive plan in 2015, which sets the vision for the future of the City of SeaTac over the next 20 years. The plan consists of 10 elements that each contains goals and policies for guiding growth in SeaTac. Elements related to the FWLE include land use, transportation, utilities, community design, economic vitality, and environmental.

Project Consistency

Table D4.2-3 discusses the goals and policies of *City of SeaTac Comprehensive Plan* and how the FWLE would be consistent with them.

City of Des Moines Comprehensive Plan

The City of Des Moines' comprehensive plan was adopted in 2009 and amended in 2012, and a new plan called *Des Moines 2035: Charting Our Course for a Sustainable Future* was adopted in June 2015. The comprehensive plan consists of 11 elements that identify goals and policies to guide growth in Des Moines through 2035. Elements related to the FWLE include land use; transportation; capital facilities, utilities, and public services; parks, recreation, and open space; housing; and Pacific Ridge.

Project Consistency

Table D4.2-3 discusses the goals and policies of the *Des Moines 2035* and how the FWLE would be consistent with them.

City of Kent Comprehensive Plan

The *City of Kent Comprehensive Plan* was adopted in 1995, updated in 2004, and amended in 2011. A new, updated comprehensive plan was adopted in 2015. This plan represents the City's vision for the next 20 years. The elements identified in the comprehensive plan direct the anticipated growth within the city. Elements related to the FWLE include land use, transportation, utilities, and human services.

Project Consistency

Table D4.2-3 discusses the goals and policies of Kent's comprehensive plan and how the FWLE would be consistent with them.

Midway Subarea Plan

Adopted in 2011, the City of Kent's *Midway Subarea Plan* was developed primarily in anticipation of light rail being extended into Kent. The plan includes goals and policies to guide redevelopment in the area to achieve higher mixed-use densities in a pedestrian-friendly environment. Because the plan was developed based on the prospect of light rail, most of the elements it identifies are related to the FWLE.

Project Consistency

Table D4.2-3 discusses the goals and policies of the *Midway Subarea Plan* and how the FWLE would be consistent with them.

City of Federal Way Comprehensive Plan

The *City of Federal Way Comprehensive Plan* was adopted in 1990, updated in 2006 and 2013, and most recently revised in 2015. The elements in the comprehensive plan identify the goals and policies adopted by the City of Federal Way to shape the community and meet the challenges of growth. Elements identified in the plan and related to the FWLE include land use, transportation, economic development, housing, and city center.

Project Consistency

Table D4.2-3 discusses the goals and policies of *City of Federal Way Comprehensive Plan* and how the FWLE would be consistent with them.

Shoreline Master Programs

FWLE alternatives are not within the Shoreline Management Act jurisdiction for any regulated waterbodies (Washington Administrative Code 173-26; RCW 90.58). Therefore, the Shoreline Master Programs of the jurisdictions in the FWLE area are not included in this review.

TABLE D4.2-3

Federal Way Link Extension Consistency with Regional and Local Goals and Policies

Policy and Goals	Discussion
VISION 2040	
Development Patterns	
<p>Goal: The region will direct growth and development to a limited number of designated regional growth centers.</p> <p>MPP-DP-5 Focus a significant share of population and employment growth in designated regional growth centers.</p> <p>MPP-DP-6 Provide a regional framework for designating and evaluating regional growth centers.</p> <p>MPP-DP-7 Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers consistent with the regional vision. Regional funds are prioritized to regional growth centers. County-level and local funding are also appropriate to prioritize to regional growth centers.</p> <p>MPP-DP-35 Develop high-quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.</p>	<p>The FWLE would promote mixed-use (commercial, office, and residential) development to allow growth at greater density where existing land use policies and regulations allow and provide connections to urban centers with a fast, efficient, and reliable transit system.</p>
<p>Goal: Subregional centers, such as those designated through countywide processes or identified locally, will also play important roles in accommodating planned growth according to the regional vision. These centers will promote pedestrian connections and support transit-oriented uses.</p> <p>MPP-DP-14 Preserve and enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, a high degree of connectivity in the street network to accommodate walking, bicycling and transit use, and sufficient public spaces.</p> <p>MPP-DP-17 Promote transit service to and from existing cities in rural areas.</p>	<p>The FWLE would support mixed-use development (commercial, office, and residential) in designated urban growth areas and would focus most growth in station areas where zoning and land use codes allow greater densities. The increased density would promote more efficient use of land, allowing for an efficient provision of services and facilities, as well as encouraging walkable and cohesive neighborhoods. The FWLE would provide fast, reliable, and efficient connections to the other urban centers in the FWLE corridor and other urban communities, as well as to other regional destinations.</p> <p>Linking the urban centers with fast, reliable, and efficient transit would increase the effectiveness of distribution bus transit to outer areas of the Puget Sound Region.</p>
<p>Goal: The region will permanently sustain the ecological functions, resource value, lifestyle, and character of rural lands for future generations by limiting the types and intensities of development in rural areas.</p> <p>MPP-DP-21 Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.</p> <p>MPP-DP-22 Do not allow urban net densities in rural and resource areas.</p>	<p>The FWLE would promote mixed-use (commercial, office, and residential) development to allow growth at greater density where existing land use policies and regulations allow and provide connections to urban centers with a fast, efficient, and reliable transit system. Increasing density in these areas would reduce demand in rural areas and allow them to be preserved for their preferred values.</p>
<p>Goal: The region will use design to shape the physical environment in order to create more livable communities, better integrate land use and transportation systems, and improve efforts to restore the environment.</p> <p>MPP-DP-35 Develop high-quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.</p> <p>MPP-DP-36 Provide a wide range of building and community types to serve the needs of a diverse population.</p> <p>MPP-DP-40 Design transportation projects and other infrastructure</p>	<p>The FWLE would provide a fast, efficient, and reliable transportation system that would serve as an alternative to the SOV and would also provide linkages to other travel modes, including rail, bus, and walking. This would help the overall transportation system operate more efficiently with fewer cars and provide more walkable and livable communities with affordable transportation.</p>

TABLE D4.2-3

Federal Way Link Extension Consistency with Regional and Local Goals and Policies

Policy and Goals	Discussion
<p>to achieve community development objectives and improve communities.</p> <p>MPP-DP-42 Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development, and design.</p>	
Transportation	
<p>Goal: As a high priority, the region will maintain, preserve, and operate its existing transportation system in a safe and usable state. (MPP-T-1 through MPP-T-8).</p> <p>MPP-T-1 Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people.</p> <p>MPP-T-3 Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system, goods, and services.</p> <p>MPP-T-5 Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.</p> <p>MPP-T-6 Seek the development and implementation of transportation modes and technologies that are energy efficient and improve system performance.</p>	<p>The FWLE would be a fast, efficient, and reliable transportation system and provide an alternative to the SOV. It would also provide linkages to other travel modes, including rail, bus, and walking. The FWLE would provide connections among urban centers, which would reduce the need to expand other transportation facilities. Overall, less infrastructure development would be needed with this higher-density development.</p> <p>The FWLE would reduce air pollution and conserve energy. Many of the stations would be located in areas designated for increased density, and the FWLE would provide direct and frequent access to other centers in the project corridor, as well as providing connections to other regional destinations.</p>
<p>Goal: The future transportation system will support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network. (MPP-T-9 through 22).</p> <p>MPP-T-9 Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy.</p> <p>MPP-T-10 Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.</p> <p>MPP-T-11 Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.</p> <p>MPP-T-12 Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers.</p> <p>MPP-T-13 Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.</p>	<p>The FWLE would support mixed-use development (commercial, office, and residential) in designated urban growth areas and would focus most growth in station areas where zoning and land use codes allow greater densities. The increased density would promote more efficient use of land, allowing for efficient provision of services and facilities, as well as promoting walkable and cohesive neighborhoods.</p> <p>The FWLE would be a fast, efficient, and reliable transportation system that would serve as an alternative to the SOV and would also provide linkages to other travel modes, including rail, bus, and walking. The FWLE would provide connections among urban centers, as well to adjacent communities.</p>
<p>MPP-T-20 Design transportation facilities to fit within the context of the built or natural environments in which they are located.</p>	<p>Sound Transit would develop design criteria that provide a consistent architectural theme for all elevated elements and for features such as stations, while also reflecting the character of individual station areas. These criteria would be developed with input from the cities through which the project corridor passes (SeaTac, Kent, Des Moines, and Federal Way). Visual and Aesthetic Resources are discussed in Section 4.5 of the Final EIS.</p>
<p>MPP-T-21 Apply urban design principles in transportation programs and projects for regional growth centers and high capacity transit station areas.</p>	<p>Sound Transit would develop design criteria that provide a consistent architectural theme for all elevated elements and for features such as stations, while also reflecting the character of individual station areas. These criteria would be developed with input from the cities through which the project corridor passes (SeaTac, Kent, Des Moines, and Federal Way). Visual and Aesthetic Resources are discussed in Section 4.5 of the Final EIS.</p>
<p>MPP-T-22 Implement transportation programs and projects in ways that prevent or minimize negative impacts to low income, minority, and special needs populations.</p>	<p>The FWLE would provide a transportation alternative to SOVs and provide affordable, reliable transit choices for people, including minority, low-income, and special needs populations. Negative</p>

TABLE D4.2-3

Federal Way Link Extension Consistency with Regional and Local Goals and Policies

Policy and Goals	Discussion
	impacts on these populations have been minimized as described in Chapter 7, Environmental Justice, of the FWLE Final EIS.
<p>Goal: The region will invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.</p> <p>MPP-T-23 Emphasize transportation investments that provide and encourage alternatives to SOV travel and increase travel options, especially to and within centers and along corridors connecting centers.</p> <p>MPP-T-24 Increase the proportion of trips made by transportation modes that are alternatives to driving alone.</p> <p>MPP-T-25 Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.</p> <p>MPP-T-26 Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.</p> <p>MPP-T-29 Promote the preservation of existing rights-of-way for future high-capacity transit.</p>	<p>The FWLE would provide a transportation alternative to SOVs and provide affordable, reliable transit choices for people, including those with special needs. The FWLE would efficiently move large numbers of people, increase the capacity of existing facilities, and promote more walkable and cohesive neighborhoods. The FWLE would provide connections to the other urban centers in the corridor, as well as to other regional destinations.</p> <p>After completion of the environmental review process, Sound Transit would be able to preserve right-of-way for future light rail service.</p>
Environment	
<p>Goal: The overall quality of the region's air will be better than it is today.</p> <p>MPP-En-17 Maintain or do better than existing standards for carbon monoxide, ozone, and particulates.</p> <p>MPP-En-18 Reduce levels for air toxics, fine particulates, and greenhouse gases.</p> <p>MPP-En-19 Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.</p>	<p>The FWLE would promote regional policies related to reducing dependence on SOVs and increasing non-motorized travel modes, especially within urban centers. The FWLE would reduce air pollution and conserve energy. Many of the stations would be located in areas designated for increased density, and the FWLE would provide direct and frequent access to other centers in the project corridor, as well as connections to other regional destinations. Promoting transit and walkable communities would reduce vehicle miles and hours traveled and therefore would reduce air pollution.</p>
<p>Goal: The region will reduce its overall production of harmful elements that contribute to climate change.</p> <p>MPP-En-20 Address the central Puget Sound Region's contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases. Jurisdictions and agencies should work to include an analysis of climate change impacts when conducting an environmental review process under the State Environmental Policy Act.</p> <p>MPP-En-21 Reduce the rate of energy use per capita, both in building use and in transportation activities.</p> <p>MPP-En-23 Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.</p>	<p>Same as discussion above. The FWLE would be powered by electricity. In the Puget Sound Region, much of the power comes from hydropower, a nonpolluting power source. The FWLE would reduce greenhouse gas emissions during operation by reducing vehicle miles and hours traveled, and it would support regional policies related to reducing dependence on SOVs and increasing non-motorized travel modes, especially within urban centers.</p>
King County Comprehensive Plan – Countywide Planning Policies	
Urban Communities	
<p>U-107: King County should support land use and zoning actions that promote public health by increasing opportunities for every resident to be more physically active. Land use and zoning actions include: concentrating growth into the Urban Area, promoting urban centers, allowing mixed-use developments, and adding pedestrian and bicycle linkages.</p> <p>U-108: King County should support the development of Urban Centers to meet the region's needs for housing, jobs, services, culture and recreation and to promote healthy communities.</p>	<p>The FWLE would be located within the urban growth boundary of King County and would support transit-oriented development (TOD) where zoning and land use codes allow greater densities, including designated urban centers and identified neighborhoods. The FWLE is consistent with and supportive of comprehensive plans for the cities in which it would be located. The FWLE would provide a transportation alternative to SOVs and provide an affordable, reliable transit choice. The FWLE would efficiently move large numbers of people, increase the capacity of existing facilities, and promote more walkable and cohesive neighborhoods. The FWLE</p>

TABLE D4.2-3

Federal Way Link Extension Consistency with Regional and Local Goals and Policies

Policy and Goals	Discussion
<p>Strategies may include exploring opportunities for joint development or transit-oriented development, siting civic uses in mixed-use areas, and leveraging or utilizing existing county assets in urban centers.</p> <p>U-109: King County should concentrate facilities and services within the Urban Growth Area to make it a desirable place to live and work, to increase the opportunities for walking and biking within the community, to more efficiently use existing infrastructure capacity and to reduce the long-term costs of infrastructure maintenance.</p> <p>U-121: Multifamily housing in the Urban Growth Area should be sited as follows:</p> <p style="padding-left: 40px;">b. In mixed-use developments in centers and activity areas;</p>	<p>would provide connections to the other urban centers in the FWLE corridor, as well as to other regional destinations.</p>
Environment	
<p>E-201: King County should participate in and support appropriate local, regional and national efforts and organizations focused on reducing greenhouse gas emissions and preparing for climate change impacts.</p>	<p>The FWLE would promote a reduction in automobile use and associated emissions by introducing a new transit alternative. The FWLE would improve air quality and conserve energy.</p>
Transportation	
<p>T-203: King County should encourage transit-supportive land uses, development, facilities and policies that lead to communities that transit can serve efficiently and effectively. As funding permits, King County should partner with jurisdictions and the private sector to spur transit-supportive development that enhances opportunities for transit, pedestrians, bicyclists, car and van pools, and other alternatives to single occupant vehicles.</p> <p>T-204: King County should support local and regional growth plans and policies by focusing transit services on centers and other areas of concentrated activity.</p> <p>T-205: King County should support, encourage, and implement high-capacity transit facilities and services that are consistent with, and supportive of, the comprehensive plan and Metro's Strategic Plan for Public Transportation.</p>	<p>The FWLE would provide a transportation alternative to SOV and provide affordable, reliable transit choices. The FWLE would efficiently move large numbers of people, increase the capacity of existing facilities, and promote more walkable and cohesive neighborhoods. The FWLE would provide connections to the other urban centers in the FWLE corridor, as well as to other regional destinations.</p> <p>The FWLE would provide the opportunity for TOD within designated urban centers where jurisdictions in the FWLE study area have identified areas for higher densities and a mix of uses.</p> <p>The FWLE is consistent with and supportive of comprehensive plans for the cities in which the project would be located.</p>
<p>T-320: Transportation improvements should be designed, built, and operated to minimize air, water and noise pollution, greenhouse gas emissions, and the disruption of natural surface water drainage in compliance with provisions and requirements of applicable federal, state and local environmental regulations. Natural and historic resource protection should also be considered. Particular care should be taken to minimize impacts where the location of such facilities could increase the pressure for development in critical areas or rural or resource lands.</p>	<p>The FWLE would help protect the environment by providing an alternative to automobiles and SOV travel through reduction in the number of vehicle miles traveled and by encouraging compact, urban development at regional centers and where the local jurisdictions have identified growth through their regulations.</p>
Services, Facilities, and Utilities	
<p>F-104: King County shall encourage new, rehabilitated, and preserved affordable housing development in areas with access to well-developed social, educational, and health services, as well as public transportation, sidewalks, and bicycle infrastructure.</p>	<p>Sound Transit's TOD policy encourages the creation of market rate and affordable housing options in station areas.</p>
Economic Development	
<p>ED-102: The focus for significant economic growth will remain within the Urban Growth Area, while within the Rural Area, the focus will be on sustaining and enhancing prosperous and successful rural businesses as well as encouraging new businesses that support and are compatible with the rural economic clusters.</p>	<p>The FWLE would provide the opportunity for TOD within designated urban centers where jurisdictions in the FWLE study area have identified areas for higher densities and a mix of uses. The FWLE is consistent with and supportive of comprehensive plans for the cities in which the project would be located.</p>
City of SeaTac	
Land Use Element	
<p>GOAL 2.7 - Accommodate essential public facilities in alignment</p>	<p>Light rail is considered an essential public facility. Essential public facilities (e.g., airports, education facilities, transportation facilities)</p>

TABLE D4.2-3

Federal Way Link Extension Consistency with Regional and Local Goals and Policies

Policy and Goals	Discussion
<p>with this Plan's goals and policies.</p> <p>Policy 2.7B - Actively engage with Sound Transit and neighboring cities on the planning and construction of the extension of light rail service south of S. 200th Street to the southern city limits and beyond. Light rail service to the new Angle Lake Station at S. 200th Street and 28th Avenue S. will commence in 2016. Sound Transit is currently planning to extend light rail service south to the vicinity of Highline College by 2023, and will be proceeding to Federal Way as funds become available. Work with Sound Transit to define an exit route through the city that minimizes disruptions to private and public property owners, businesses and residents, and that causes minimal adverse aesthetic, economic and environmental impacts.</p>	<p>are, typically, difficult to site. Local comprehensive plans must accommodate the siting of essential public facilities.</p> <p>Sound Transit has coordinated with local jurisdictions on the siting of FWLE facilities and will continue to coordinate with those jurisdictions. The Preferred Alternative alignment is adjacent to the planned SR 509 transportation corridor and adjacent to I-5.</p>
Transportation Element	
<p>GOAL 4.1 For the benefit of SeaTac's residents, businesses, and visitors, promote the safe and efficient transport of people and goods by implementing and maintaining an integrated multi-modal transportation system that also supports and encourages alternative and active transportation modes.</p> <p>Policy 4.1A Continue to plan for and implement a multi-modal transportation system that supports the safe, efficient and reliable movement of people, vehicles, and goods while balancing transportation needs with other community values.</p> <p>Policy 4.1B Develop a multi-modal transportation system that preserves and protects natural resources, reduces adverse impacts on the environment, and complies with federal, state, regional, and local policies.</p>	<p>The FWLE would reduce dependency on the automobile by providing a fast, efficient, and reliable mode of transit with linkages to other travel modes.</p> <p>The FWLE would comply with applicable local, state, and federal regulations. Design of the project would minimize impacts, and mitigation would be provided where impacts occur.</p>
<p>GOAL 4.5 To encourage the use of transit and other High Occupancy Vehicle (HOV)/multi-modal travel modes to accommodate a larger proportion of existing and future travel in and adjacent to the City of SeaTac to reduce the adverse impacts of driving alone.</p> <p>Policy 4.5A Support the planned extension of Sound Transit's Link Light Rail to Des Moines and then to Federal Way along a route that minimizes impacts to properties within the City limits, with sufficient parking at stations.</p> <p>Policy 4.5F Work with Sound Transit, Metro and private developers to provide transit rider amenities to create a more hospitable environment for transit users.</p>	<p>The FWLE is an HCT alternative that would reduce dependency on the automobile by providing a fast, efficient, and reliable mode of transit with linkages to other modes. It would also provide connections to the other urban centers in the corridor and other regional destinations. Design of the project would minimize impacts, and mitigation would be provided where impacts occur.</p> <p>The FWLE includes either the expansion of or addition of park-and-ride lots at some stations. Parking spaces would vary between the various lots, ranging from approximately 500 spaces to close to 1,600 spaces for the Preferred Alternative. Park-and-ride facilities needs are evaluated based on transit ridership models and are consistent with Sound Transit's Long-Range Plan to develop HCT that supports the urban centers through which it passes.</p>
<p>GOAL 4.9 Actively coordinate with the Port of Seattle, WSDOT, and regional and local agencies to advance transportation projects and programs identified in this Transportation Element and in the Transportation Master Plan.</p> <p>Policy 4.9C Coordinate the planning, design, and implementation of the transit services and transportation demand management programs with King County Metro, Sound Transit, WSDOT, the Port of Seattle, and neighboring cities to assure that transit and rideshare programs work together to meet the transportation needs of the City of SeaTac and surrounding region.</p>	<p>Sound Transit has coordinated with the City of SeaTac, Washington State Department of Transportation (WSDOT), and King County Metro on the planning and design of the FWLE project and will continue to coordinate with SeaTac to ensure that the FWLE addresses the local and regional transportation needs.</p>
Utilities Element	
<p>GOAL 6.5 Coordinate planning for utility facility development with surrounding jurisdictions and utility providers.</p> <p>Policy 6.5D Provide timely and effective notice to utilities of the construction, maintenance or repair of streets, roads, highways or other facilities, and coordinate such work with the serving utilities to ensure that utility needs are appropriately considered.</p>	<p>Sound Transit would coordinate with utility providers on the potential construction impacts for FWLE alternatives. The FWLE EIS addresses utilities and identifies potential impacts and mitigation. A construction management plan would be developed and implemented with opportunities for input from affected jurisdictions and utility providers.</p>

TABLE D4.2-3

Federal Way Link Extension Consistency with Regional and Local Goals and Policies

Policy and Goals	Discussion
Community Design Element	
<p>GOAL 7.1 Provide the residents of and visitors with a positive identifiable image of the City of SeaTac.</p> <p>Policy 6.1B Preserve existing vegetation and street trees.</p> <p>Policy 6.1C Require site-appropriate installation of trees and other vegetation along streets.</p> <p>Policy 7.1G Identify, classify, and preserve existing and potential public viewpoints.</p> <p>Policy 6.1I Increase the sense of community safety through the use of Crime Prevention Through Environmental Design (CPTED).</p>	<p>Sound Transit would minimize and mitigate for impacts on existing vegetation. In some areas this could result in removal of invasive species and restoration, such as replanting with native plants.</p> <p>The FWLE EIS considers the aesthetic and visual impacts of the alternatives and identifies mitigation to address impacts.</p> <p>Sound Transit would implement CPTED design principles directed at reducing criminal activities at stations and park-and-ride lots. Other measures to minimize crime could include use of security equipment (i.e., closed-circuit TV, sealed fare boxes, and automatically sealed exits), anticrime programs such as anti-graffiti programs, and security personnel.</p>
Economic Vitality Element	
<p>GOAL 8.6 Maintain and upgrade existing and strategically locate new public infrastructure to provide capacity for economic growth.</p> <p>Policy 8.6A Provide adequate public infrastructure to support the City's economic development program.</p>	<p>The FWLE would increase the ability of employees, customers, and businesses to access the city of SeaTac. The FWLE would provide connections to the other urban centers in the project corridor, other urban communities, and other regional destinations.</p>
Environmental Management Element	
<p>GOAL 9.2 Preserve and enhance the quality of water resources.</p> <p>Policy 9.2A Protect and enhance water quality. Preserve the amenity and ecological functions of water features through land use plans, innovative land development, public education, and stormwater regulations.</p>	<p>The FWLE would comply with applicable local, state, and federal regulations. Design of the project would minimize impacts, and mitigation would be provided where impacts occur. Sound Transit's policy on ecosystem mitigation is to avoid impacts on environmentally sensitive resources and provide adequate mitigation for unavoidable impacts to ensure no net loss of ecosystem function and acreage as a result of Sound Transit projects. The FWLE would include stormwater detention and treatment to address impacts related to stormwater runoff. Sound Transit's Environmental Sustainability and Management System requires that low-impact operational stormwater management techniques be investigated and considered during the project design.</p>
<p>Goal 9.3 Protect, preserve, and enhance natural drainage systems.</p> <p>Policy 9.3B Protect and enhance natural drainage systems to maintain and improve water quality, reduce public costs, and prevent environmental degradation by using best management construction practices and current stormwater treatment and flow control standards on new and redevelopment projects.</p>	<p>The FWLE would comply with applicable local, state, and federal regulations. Design of the project would avoid or minimize impacts on critical areas and mitigation would be provided where impacts occur. Best management practices would be used during construction to minimize releases of substances to water or soil.</p>
<p>Goal 9.4 Improve air quality.</p> <p>Policy 9.4C Support public transportation, non-motorized transportation, and transportation demand management programs (TDM) to reduce Vehicle Miles Traveled (VMT), greenhouse gas emissions, and other locally generated air pollutants.</p> <p>Policy 9.5A Support efforts to achieve State of Washington and King County greenhouse gas emissions reduction targets.</p>	<p>The FWLE would support regional policies related to reducing greenhouse gas emissions. The FWLE would improve air quality in the region by providing an alternative mode of transportation to the automobile and by contributing to a mode shift from private automobile to transit. The FWLE would reduce greenhouse gas emissions during operation by reducing vehicle miles and hours traveled. Many stations would be located in areas designated for increased density that would promote transit usage and walkability.</p>
<p>Goal 9.6 Protect the water quality, natural drainage, fish and wildlife habitat, aesthetic values, and recreational functions of streams and lakes.</p> <p>Policy 9.6E Require the use of stormwater infiltration techniques where feasible in private and public developments in order to maintain or restore natural flows in streams and protect fisheries and recreation resources.</p> <p>Goal 9.8 Protect the quality and quantity of groundwater.</p> <p>Policy 9.8A Protect aquifers, aquifer recharge areas, and wellhead protection areas used for domestic water supply from contamination.</p> <p>Policy 9.8B Protect streams, wetlands, and lakes that serve to recharge aquifers from contamination.</p>	<p>The FWLE would comply with applicable local, state, and federal regulations. Design of the project would avoid or minimize impacts on critical areas and mitigation would be provided where impacts occur. Best management practices would be used during construction to minimize releases of substances to water or soil.</p> <p>The FWLE would include stormwater detention and treatment to address impacts related to stormwater runoff. Sound Transit's light rail design criteria prioritize low-impact development (LID) stormwater management techniques. LID options are evaluated during the design process for the project and would be employed unless they are determined to be infeasible due to site-specific soil or groundwater conditions.</p>

City of Des Moines	
Land Use Element	
<p>Goal LU 3 Establish a land use pattern, scale, and density that supports walking, biking and using transit to access goods, services, education, employment, and recreation as well as provides convenient and safe automobile usage.</p> <p>Policy LU 3.1 Support the efforts of Sound Transit and King County Metro to develop a transit system that connects all areas of the city to existing and future high capacity transit using a multi-modal approach.</p>	<p>The FWLE would support growth around the stations where zoning is in place to accommodate this growth. The increased density would allow more efficient use of land, allowing for an efficient provision of services and facilities as well as promoting physical activities, including walkability, and the use of non-motorized modes of transportation.</p> <p>The FWLE is a HCT alternative that would provide a fast, efficient, and reliable mode of transit with linkages to other modes, as well as providing connections to the other urban centers in the project corridor and other urban communities, as well as to other regional destinations.</p>
<p>Policy LU 4.1 Champion the Healthy Des Moines Movement through policy, systems, and environmental changes that result in increased access to healthy foods and beverages and opportunities for physical activity, with an emphasis on school-age children:</p> <ol style="list-style-type: none"> 2. Encourage mixed-use, pedestrian, and transit-oriented development along major transit corridors and near transit nodes to enable residents to be physically active through daily activity, such as walking to school, work, and shopping. 	<p>The FWLE supports TOD in station areas that allow increased density. The FWLE and would increase the walkability in areas surrounding stations. Transit station design would include pedestrian-friendly features, such as walkways and benches, as well as bicycle facilities.</p>
<p>Goal LU 5 Maintain regulations and procedures that allow for siting of essential public facilities.</p> <p>Policy LU 5.1 Ensure land use decisions on essential public facilities meet the following criteria to be made consistent with the process and criteria set forth in the DMMC:</p> <ol style="list-style-type: none"> 1. The facility meets the Growth Management Act definition of an essential public facility, as defined in RCW 36.70A.200(1) and as amended; or 2. The facility is on the statewide list maintained by the Office of Financial Management, ref. RCW36.70A.200(4) or on the countywide list of essential public facilities; and 3. The facility is not otherwise regulated by the Des Moines Municipal Code (DMMC). 	<p>Light rail is considered an essential public facility. Essential public facilities (e.g., airports, education facilities, transportation facilities) are, typically, difficult to site. Local comprehensive plans must accommodate the siting of essential public facilities.</p> <p>Sound Transit has coordinated with local jurisdictions on the siting of FWLE facilities and will continue to coordinate with those jurisdictions.</p>
Transportation Element	
<p>Goal TR 4: Encourage the preservation and expansion of public transit services to provide necessary and affordable transportation alternatives for all residents and employees.</p> <p>Policy TR 4.1 Promote transit use and support programs that improve transit coverage and service within Des Moines.</p>	<p>The FWLE is an expansion of the existing Sound Transit Link system to south King County. The FWLE would reduce dependency on the automobile by providing a fast, efficient, and reliable mode of transit with linkages to other modes, as well as providing connections to the other urban centers in the project corridor and other urban communities, as well as to other regional destinations. FWLE uses dedicated right-of-way to ensure reliability and maximize speeds, when possible.</p>
<p>Goal TR 5: Provide a connected network of non-motorized transportation facilities to provide access to local and regional destinations, and to support a healthy lifestyle.</p> <p>Policy TR 5.1 Build a non-motorized transportation network to provide safe pedestrian and bicycle movement.</p>	<p>The FWLE is a HCT alternative that would provide a fast, efficient, and reliable mode of transit with linkages to other modes, as well as providing connections to the other urban centers in the project corridor and other urban communities, as well as to other regional destinations.</p> <p>The FWLE EIS evaluates existing and future pedestrian and bicycle access to integrate pedestrians, bicycles, and other transportation modes in the FWLE study area. FWLE stations would include amenities and considerations for patron needs, including weather protection, pedestrian comfort, and safety designs. Signage and wayfinding designs would be developed in cooperation with affected jurisdictions.</p>
<p>Goal TR 8: Strive to minimize impact on the environment for all transportation projects, and consider context sensitive design strategies when appropriate.</p> <p>Policy TR 8.1 Balance transportation services with the need to protect the environment.</p> <p>Policy TR 8.2 Construct streets and other transportation facilities</p>	<p>Design of the project would minimize impacts, and mitigation would be provided where impacts occur. Design of the stations would include context-sensitive design. The FWLE would comply with applicable local, state, and federal regulations. Sound Transit's policy on ecosystem mitigation is to avoid impacts on environmentally sensitive resources and provide adequate mitigation for unavoidable impacts to ensure no net loss of</p>

TABLE D4.2-3

Federal Way Link Extension Consistency with Regional and Local Goals and Policies

Policy and Goals	Discussion
using construction methods that minimize adverse environmental impacts and impacts to environmentally sensitive areas.	ecosystem function and acreage as a result of Sound Transit projects.
Capital Facilities, Utilities, and Public Services Element	
<p>Goal CF 1 Ensure adequate public facilities appropriate for the delivery of public services and utilities to accommodate the demand associated with current and future land uses. Such services and utilities should be provided in a manner that maximizes public safety and minimizes adverse environmental impacts.</p> <p>Policy CF 1.6 New or expanded facilities/utilities should be compatible with surrounding land uses; such facilities should minimally impact the natural or built environment.</p>	<p>The FWLE would comply with applicable environmental regulations to help minimize impacts. HCT has been studied and planned for by regional and local agencies in the FWLE corridor for over 30 years. Local jurisdictions have planned for the project in their comprehensive plans and have created zoning that provides for potential future land uses that are generally consistent with light rail and associated stations. Furthermore, all build alternatives would generally run adjacent to or within existing transportation rights-of-way and therefore would be consistent with existing adjacent land uses.</p>
Parks, Recreation, and Open Space Element	
<p>Policy 6-03-07 Economic Development</p> <p>(4) Make pedestrian-friendly improvements to downtown, Pacific Ridge, Midway, East Woodmont and Redondo for all citizens regardless of ability. Enhance business district rights-of-way with enhanced landscaping, way finding directional signs, and pedestrian pathways and areas in a manner that encourages pedestrian interaction between neighborhoods, recreation facilities, schools, business areas, waterfront parks, and the Marina and transportation links.</p>	<p>The FWLE supports TOD in station areas that allow increased density. The FWLE would increase the walkability in areas surrounding stations. Transit station design would include pedestrian-friendly features, such as walkways and benches, as well as bicycle facilities.</p> <p>The FWLE EIS evaluates existing and future pedestrian and bicycle access to integrate pedestrians, bicycles, and other transportation modes in the FWLE study area.</p>
Housing Element	
<p>Policy HOU 3.1 Protect existing and planned residential areas from adverse impacts associated with incompatible land uses or transportation facilities or activities.</p>	<p>The FWLE alternatives are adjacent to existing transportation corridors and designed to avoid residential areas to the degree practical. The FWLE would support growth around the stations where zoning is in place to accommodate this growth. The increased density would allow more efficient use of land, allowing for an efficient provision of services and facilities, as well as promoting physical activities and use of non-motorized modes of transportation. The FWLE would promote walkable and cohesive neighborhoods and protect areas where growth is not encouraged.</p>
Pacific Ridge Element	
<p>Goal PR 1 The City of Des Moines intends to transform Pacific Ridge into a new urban community that takes advantage of its geographic location, local and regional transportation linkages, stable soils, and view potential. The transformation of Pacific Ridge will include replacement of lower-scale, existing buildings with new structures that will dramatically enhance the appearance, character, economics, and safety of the area. Pacific Ridge will contain buildings and open spaces designed for pedestrians as well as the motorist. Pacific Ridge will be an area of businesses and residences. New buildings may be five to eight stories in height along Pacific Highway emphasizing retail and office uses. Between the development along Pacific Highway and Interstate 5, buildings may be 8 or more stories in height emphasizing residential high-rise home ownership with green open spaces and view corridors. This new community will exhibit superior design features that make Pacific Ridge inviting to residents and businesses, complement other areas of Des Moines, and foster community pride.</p> <p>Policy PR 1.7 Encourage use of alternative modes of transportation, including walking, bicycling, carpooling, and mass transit. Coordinate City-sponsored transportation improvements via the Comprehensive Transportation Plan and the Capital Improvement Program.</p>	<p>The FWLE would support TOD where zoning and land use codes allow greater densities, including designated urban centers and identified neighborhoods.</p> <p>The FWLE would encourage the use of non-motorized and alternative modes of transportation and provide fast, reliable, and efficient connections.</p>

TABLE D4.2-3

Federal Way Link Extension Consistency with Regional and Local Goals and Policies

Policy and Goals	Discussion
Policy PR 1.8 Coordinate with Sound Transit and the Cities of Kent, SeaTac and Federal Way on the extension of light rail through Des Moines.	Sound Transit has been working with and would continue to work with the jurisdictions within the FWLE corridor and with regional and state agencies.
Policy PR 1.12 Require that new construction contain and exhibit high-quality design elements and building materials as outlined by the Pacific Ridge Design Guidelines. PR 1.12.1 Enhance personal and property safety through development regulation, including use of crime prevention through environmental design (CPTED) guidelines or regulations.	Design of the stations would include context-sensitive design. Consistent with the City's implementation strategies for this policy, Sound Transit implements CPTED design principles, which are directed at reducing crime incidents at stations and park-and-ride lots. Sound Transit implements an art in public spaces program into their facility design. FWLE design would incorporate input from host jurisdictions. The design of the station areas would include CPTED principles for safety as well as other features related to seating and landscaping, and all stations would be Americans with Disabilities Act (ADA)-accessible.
City of Kent	
Land Use Element	
Goal LU-2: Kent will locate public facilities and services with sensitivity to community needs and environmental conditions. Policy LU-2.1: Work with regional and state entities when public capital facilities are considered for location in or near the City to ensure that impacts and benefits are equitably dispersed. Policy LU-2.2: Promote and support public transit, bicycle and pedestrian circulation within compact urban settings.	Light rail is considered an essential public facility. Essential public facilities (e.g., airports, education facilities, transportation facilities) are typically difficult to site. Local comprehensive plans must accommodate the siting of essential public facilities. Sound Transit has coordinated with local jurisdictions on the siting of FWLE facilities and will continue to coordinate with those jurisdictions.
Goal LU-3: Kent will focus household and employment growth in the Urban Center and designated Activity Centers to provide adequate land and densities to accommodate a large portion of the adopted twenty (20) year housing target of 10,858 new dwelling units and 15,648 new jobs within Kent's Planning Area. Policy LU-3.4: Designate Activity Centers in areas which currently contain concentrations of commercial development with surrounding medium-density housing; are supported by transit; or have an existing subarea plan. Policy LU-4.8: Designate a portion of Midway as an Activity Center to ensure that local and regional infrastructure investments are captured in order to prepare and transform the neighborhood into a dense mixed-use center served by Sound Transit Link Light Rail.	The FWLE would promote mixed-use development in designated urban growth areas and focus most growth in station areas where zoning and land use codes allow for greater densities, including residential development. The increased density would allow more efficient use of land, promote efficient provision of services and facilities, and encourage walkable and cohesive neighborhoods.
Goal LU-5: Kent will emphasize the importance of good design, pedestrian first, and healthy-living for development in the Urban Center and designated Activity Centers. Policy LU-5.1: Adopt and maintain policies, codes, and land use patterns that promote walking, biking, public transportation, and social interaction to increase public health and sense of place. Policy LU-6.3: Locate housing opportunities with a variety of densities within close proximity to employment, shopping, transit, human and community services. Goal LU-17: Kent will recognize the significant role the natural environment plays in shaping a sustainable community by contributing to human health, environmental justice, and economic vitality. Policy LU-17.2: Conserve energy resources, improve air and water quality, and support healthy lifestyles by establishing well designed, compact mixed-use land use patterns that provide convenient opportunities for travel by transit, foot, and bicycle.	The FWLE supports TOD in station areas that allow increased density. The FWLE would increase the walkability in areas surrounding stations. The increased density would allow more efficient use of land, promoting efficient provision of services and facilities. The FWLE would reduce dependency on the automobile by providing a fast, efficient, and reliable mode of transit with linkages to other modes, and it would also support development in areas targeted for growth. Transit station design would include pedestrian-friendly features, such as walkways and benches, as well as bicycle facilities. The FWLE EIS evaluates existing and future pedestrian and bicycle access to integrate pedestrians, bicycles, and other transportation modes in the FWLE study area.
Goal LU-17: Kent will recognize the significant role the natural environment plays in shaping a sustainable community by contributing to human health, environmental justice, and economic vitality. Policy LU-17.5: Ensure that the City's environmental policies and regulations comply with state and federal environmental protection	The FWLE would comply with applicable local, state, and federal environmental regulations. The FWLE would minimize impacts and would mitigate, as appropriate, for impacts on sensitive areas or open spaces. The FWLE EIS considers noise impacts on adjacent communities, as well as air and water pollution. Sound Transit's light rail design criteria prioritize low-impact development (LID) stormwater management techniques. LID options are evaluated

TABLE D4.2-3

Federal Way Link Extension Consistency with Regional and Local Goals and Policies

Policy and Goals	Discussion
regulations regarding air and water quality, hazardous materials noise and wildlife and fisheries resources and habitat protection. Demonstrate support for environmental quality in land use plans, capital improvement programs, code enforcement, implementation programs, development regulations, and site plan review to ensure that local land use management is consistent with the City's overall natural resource goals.	during the design process for the project and would be employed unless they are determined to be infeasible due to site-specific soil or groundwater conditions.
Goal LU-20: The City shall participate in a cooperative inter-jurisdictional process to determine siting of essential public facilities of a county-wide, regional, or state-wide nature.	Light rail is considered an essential public facility. Essential public facilities (e.g., airports, education facilities, transportation facilities) are typically difficult to site. Local comprehensive plans must accommodate the siting of essential public facilities. Sound Transit has coordinated with the City of Kent on the siting of FWLE facilities and will continue to do so.
Transportation Element	
<p>Goal T-1: Coordinate land use and transportation planning to meet the needs of the City consistent with the Growth Management Act.</p> <p>Policy T-1.8: Coordinate transportation operations, planning, and improvements with the State, the County, neighboring jurisdictions, and all transportation planning agencies to ensure the City's interests are well represented in regional planning strategies, policies and projects.</p> <p>Policy T-1.12: Plan for land use patterns and transportation systems that minimize air pollution and greenhouse gas emissions. Furthermore, ensure that transportation-related improvement projects comply with state and federal guidelines for air and water quality.</p>	<p>The FWLE supports mixed-use development in designated urban growth areas and would help focus most growth in station areas where zoning and land use codes allow greater densities. The increased density would allow more efficient use of land.</p> <p>Sound Transit has coordinated with local jurisdictions on the siting of FWLE facilities and will continue to coordinate with those jurisdictions.</p> <p>The FWLE would improve air quality in the region by providing an alternative mode of transportation to the automobile and by contributing to a mode shift from private automobile to transit. The FWLE would reduce greenhouse gas emissions during operation by reducing vehicle miles and hours traveled. The FWLE would support regional policies related to reducing greenhouse gas.</p> <p>The FWLE would comply with applicable local, state, and federal environmental regulations.</p>
<p>Policy T-3.109: Along designated Regional and Local Primary Transit Network (PTN) routes identified in the TMP (Figures 7-5 and 7-6) work with King County Metro and Sound Transit to:</p> <ul style="list-style-type: none"> a. Increase or maintain high peak and all-day service frequencies (specified by route in Table 7-5) b. Provide high level of transit stop amenities, including pads, bus shelters, pedestrian access, and transit speed and reliability. <p>Policy T-5.2: Work with Washington State Department of Transportation and regional transit providers to identify appropriate sites for a network of park and ride lots which feed into the regional transit system.</p> <p>Policy T-5.4: Foster transit-oriented development opportunities and leverage public and private funds to achieve other City objectives related to economic development and housing.</p> <p>Policy T-5.5: Work with regional transit providers to provide a high level of transit stop amenities, including pads, bus shelters, pedestrian access, safety and visibility features such as lighting, and transit speed and reliability.</p>	<p>The FWLE would serve as an alternative to the SOV and would also provide linkages to other travel modes, including rail, bus, and walking. This would help the overall transportation system operate more efficiently with fewer cars and provide more walkable and livable communities with affordable transportation. The FWLE would provide a fast, reliable, and efficient mode of transit linking the city of Kent to the other urban centers in the project corridor, as well as to other urban communities and destinations in the region.</p> <p>Sound Transit has been coordinating with and will continue to coordinate with the City of Kent on the development of the FWLE. The FWLE would be designed to be integrated into the pedestrian-friendly environment with context-sensitive design considerations. Drop-off areas are planned at station locations, and bicycle racks are planned where appropriate. Signage and wayfinding designs for each mode would be developed with input from affected jurisdictions. Where needed, the FWLE would include parking garages or expanding park-and-ride facilities adjacent to the transit stations.</p> <p>The FWLE would encourage mixed-use development (commercial, office, and residential) to allow growth at greater densities where the existing land use policies and regulations allow,</p>
<p>Goal T-6: Use Transportation Demand Management Techniques to achieve efficient use of transportation infrastructure and to help meet the City's land use objectives.</p> <p>Policy T-6.2: Promote measures to increase the use of high-occupancy vehicles, public transit, and non-motorized travel modes among employers located within the City who are not required to comply with commute trip reduction.</p>	<p>The FWLE would provide an alternative to SOVs, with linkages to other transit modes and non-motorized transit. The FWLE would provide a fast, reliable, and efficient mode of transit linking Kent to the other urban centers in the project corridor, as well as to other urban communities and destinations in the region.</p>
Utilities Element	
Goal U-13: Promote Low-Impact Development and limited disturbance of natural hydrological systems, so that water quantity	The FWLE would comply with applicable local, state, and federal environmental regulations. The FWLE would minimize impacts and

TABLE D4.2-3

Federal Way Link Extension Consistency with Regional and Local Goals and Policies

Policy and Goals	Discussion
<p>and quality are protected throughout the development process and occupation of the site.</p> <p>Policy U-13.2: Promote the use of rain gardens, open ditches or swales, and pervious driveways and parking areas in site design to maximize infiltration of stormwater and minimize runoff into environmentally critical areas.</p> <p>Goal U-14: Implement and maintain a stormwater management system that reduces flood risk.</p> <p>Policy U-14.2: Ensure new development and redevelopment meets the flow control requirements of the Kent Surface Water Design Manual.</p>	<p>would mitigate for impacts on sensitive areas, as appropriate.</p> <p>The FWLE EIS considers the water quality impacts of the proposed alternatives, and recommends mitigation for impacts. Sound Transit's light rail design criteria prioritize LID stormwater management techniques. LID options are evaluated during the design process for the project and would be employed unless they are determined to be infeasible due to site-specific soil or groundwater conditions.</p>
Human Services Element	
<p>Policy HS-2.3: Promote access to jobs and services, especially for lower income individuals, when planning local and regional transportation systems and economic development activities.</p>	<p>The FWLE would also provide linkages to other travel modes, including rail, bus, and walking. This would help the overall transportation system operate more efficiently with fewer cars and provide more walkable and livable communities with affordable transportation. The FWLE would provide a fast, reliable, and efficient mode of transit linking Kent to the other urban centers in the project corridor, as well as to other urban communities and destinations in the region.</p> <p>The FWLE EIS evaluates existing and future pedestrian and bicycle access to ensure that safe connections would be maintained or integrated into FWLE station design. Station designs consider all joining travel modes—pedestrian, passenger drop-off, transit transfers, bicycles, and, when possible and needed, park-and-ride facilities. Sound Transit also complies with ADA design requirements.</p>
Midway Subarea Plan (Kent)	
<p>Goal MLU-1: Increase employment opportunities and housing choices in support of rapid light rail and mass transit options within areas designated Transit Oriented Community.</p>	<p>The FWLE would encourage mixed-use development (commercial, office, and residential) to allow growth at greater densities where the existing land use policies and regulations allow, such as the Midway Subarea.</p>
<p>Goal MLU-3: Establish a multimodal circulation network within areas designated Transit Oriented Community that is safe, interesting and encourages walking, bicycling and transit use, and connects to surrounding neighborhoods.</p> <p>Policy MLU-3.2: Ensure multimodal public or semi-public thoroughways at a minimum of every 400 feet to connect commercial and residential uses with public parks, trails, streets or other public amenities.</p>	<p>The FWLE would encourage the use of alternative and non-motorized modes of transportation and would provide safe and efficient transit service with pedestrian- and bicycle-friendly facilities.</p> <p>The FWLE EIS evaluates existing and future pedestrian and bicycle access to ensure that safe connections would be maintained or integrated into light rail system design.</p>
<p>Goal MUD-1: Create a place that is distinctive, aesthetically beautiful, evokes permanence of the built environment, and supports social interaction in the dynamic urban center of the areas designated Transit Oriented Community.</p> <p>Policy MUD-1.1: Ensure quality and durable materials and interesting architectural details are incorporated into new and remodeled structures, including structures for parking, mechanical services, or solid waste collection.</p> <p>Policy MUD-1.3: Create public plazas, building entrances, and pathways that are integrated into the private and public realm to encourage social interaction and to facilitate the use of public transportation.</p> <p>Policy MUD-1.6: Provide visual interest at entrances to standalone or internal structured parking facilities.</p> <p>Policy MUD-1.8: Encourage public and private art in public open areas and on buildings.</p>	<p>FWLE facilities would be designed with durable materials and would be consistent with community character. Sound Transit implements an art in public spaces program into its facility design. The FWLE design would incorporate input from host jurisdictions.</p> <p>Sound Transit has and will continue to work with the City of Kent and residents during planning and design of the FWLE to ensure the design of the stations reflects the character of the surrounding area, including landscaping, compatible building materials, and art elements.</p>
<p>Goal MUD-2: Create an urban form that is environmentally sensitive and sustainable in areas designated Transit Oriented Community.</p>	<p>The FWLE would comply with applicable design and environmental regulations.</p> <p>Sound Transit's light rail design criteria prioritize LID stormwater</p>

TABLE D4.2-3

Federal Way Link Extension Consistency with Regional and Local Goals and Policies

Policy and Goals	Discussion
<p>Policy MUD-2.1: Promote environmentally sustainable building design that takes into account sun orientation, water and energy conservation, and practices such as the US Green Building Council LEED certification.</p> <p>Policy MUD-2.2: Emphasize natural drainage systems wherever feasible, including, but not limited to, green roofs or walls, rain gardens and so forth.</p> <p>Policy MUD-2.3: Apply landscaping standards that emphasize environmentally sustainable practices through plant selection, horticultural practices, and water retention, diversion and conservation.</p>	<p>management techniques. LID options are evaluated during the design process for the project and would be employed unless they are determined to be infeasible due to site-specific soil or groundwater conditions.</p> <p>Sound Transit would work with the jurisdictions on the landscaping requirements and design features at FWLE facilities.</p>
<p>Goal MUD-4: Support transit use and the pedestrian environment through parking management, design, and standards within areas designated Transit Oriented Community.</p> <p>Policy MUD-4.3: Encourage structured parking.</p>	<p>Station Options in the Midway Subarea include surface parking, which is not completely consistent with Policies MUD-4.3 and MUD-4.4 that encourage structured parking. Sound Transit will continue to work with the City of Kent and residents during planning and design of the FWLE so the design of the station considers input from the local community.</p>
<p>Goal MT-2: Create design guidelines for a street hierarchy that addresses the pedestrian and environmental needs in the areas designated Transit Oriented Community.</p> <p>Policy MT-2.5: Work with transit agencies to ensure safe access to local and regional transit, including but not limited to covered bus shelters and sky-bridges.</p>	<p>The FWLE would be designed to integrate with the pedestrian-friendly environment with context-sensitive design considerations. The design of the station areas would include Crime Prevention Through Environmental Design (CPTED) principles for safety and would include other features related to seating and landscaping. Stations would be ADA-accessible.</p>
<p>Goal MT-3: Integrate high capacity light rail transit service and associated station locations into the urban design and functionality of the street systems.</p> <p>Policy MT-3.1: Work with Sound Transit during all phases of planning for the extension of light rail into Midway to ensure Kent's preferred rail alignment and station location are realized.</p> <p>Policy MT-3.2: Work with Sound Transit and other entities to provide an elevated pedestrian crossing over Pacific Highway South near Highline College.</p> <p>Policy MT-3.3: Work with Sound Transit and additional partners to establish a shared parking structure associated with the future light rail station proposed in the vicinity of Highline College.</p> <p>Policy MT-3.4: Integrate any proposed parking structure associated with the light rail station into the urban landscape by adding commercial uses at ground floor, an active pedestrian plaza, and art to enhance the pedestrian environment and minimize the impact of vehicular traffic.</p> <p>Policy MT-3.5: Work with transit agencies and private entities to ensure communities, businesses, and park & ride facilities located outside of the one-half mile radius around the future light rail stations are connected to the high capacity transit system.</p> <p>Policy MT-3.6: Ensure proposed development is compatible with future light rail improvements by identifying and preserving rights of way necessary for future transportation projects.</p>	<p>The FWLE would support mixed-use development (commercial, office, and residential) in designated urban growth areas and would focus most growth in station areas where zoning and land use codes allow greater densities.</p> <p>Sound Transit has been coordinating and will continue to coordinate with the City of Kent on the FWLE, including regarding siting of facilities. Stakeholder workshops have been held with the City to inform the Kent/Des Moines Station design for the Preferred Alternative, and to optimize the location of the station to facilitate access to Highline College and enhance future TOD in the Midway Subarea.</p> <p>The FWLE is not entirely consistent with Policies MT-3.1 through MT-3.4, which state specific local preferences. Sound Transit would also continue to work with the City of Kent and residents during planning and design of the FWLE so the design of the station considers the character of the surrounding area.</p> <p>The project is not entirely consistent with Policy MT-3.2 because although the decision was made in coordination with the City of Kent, none of the alternatives or station options include an elevated pedestrian bridge across SR 99 to Highline College. Ridership models show that most FWLE riders would transfer to or from buses at the station, or would drive to the station to access other destinations. Through the Kent/Des Moines stakeholder process, the stakeholders agreed that a pedestrian bridge should not be pursued for this station for the following reasons:</p> <ul style="list-style-type: none"> • Travel times would be the same or similar for an at-grade crossing and a pedestrian bridge. • Many pedestrians would likely cross at street level instead of going up and down to access a pedestrian bridge. • There are many at-grade treatments/enhancements that can be made to enhance the pedestrian environment and improve safety for pedestrians crossing at S 236th Street. • The number of pedestrians projected to use a pedestrian bridge is relatively small compared to other bridges that have been constructed or are planned at other locations throughout the Link system. <p>The FWLE would provide linkages to other transportation modes, including bus and bicycle. It would also promote walkable and cohesive neighborhoods.</p>

TABLE D4.2-3

Federal Way Link Extension Consistency with Regional and Local Goals and Policies

Policy and Goals	Discussion
<p>Goal MIC-2: Continue coordination with regional and state transportation agencies on matters of transportation investments, planning and construction.</p> <p>Policy MIC-2.1: Coordinate with Sound Transit, King County METRO, Washington State Department of Transportation, and Puget Sound Regional Council to ensure facilities and services are provided over time.</p>	Sound Transit has coordinated with and would continue to coordinate with area transportation providers and local jurisdictions with regards to the FWLE.
City of Federal Way	
City Center Chapter	
<p>Goal CCG2 Attract a regional market for high quality office and retail uses which increases employment opportunities, adds to the City's tax base, and establishes Federal Way's City Center as an economic leader in the South King County Region.</p>	The FWLE would support mixed-use development (commercial, office, and residential) in designated urban areas that could attract commercial and business uses and provide increased employment opportunities. The increased density would allow more efficient use of land, thereby allowing for an efficient provision of services and facilities. The FWLE would provide fast, reliable, and efficient connections to the other urban centers in the project corridor and to other urban communities, as well as to other regional destinations.
<p>CCG6 Encourage housing opportunities in mixed residential/commercial settings. Promote housing opportunities close to employment.</p>	The FWLE would support mixed-use development (commercial, office, and residential) in station areas where zoning and land use codes allow greater densities, such as the City Center.
<p>Goal CCG8 Develop land use patterns that will encourage less dependency on the single occupant automobile.</p>	The FWLE would provide a non-SOV form of transportation and opportunities for supportive land uses that would encourage more efficient use of land through increased density where zoning and land use codes allow.
<p>Goal CCG9 Provide a balanced transportation network that accommodates public transportation, high occupancy vehicles, pedestrians, bicyclists, automobiles, and integrated parking.</p>	The FWLE would be a fast, efficient, and reliable transportation system that would provide an alternative to the SOV and also linkages to other travel modes, including bus, bicycle, and walking.
<p>CCG12 Focus new growth in the City Center and allow for higher intensity uses and densities.</p>	The FWLE would support mixed-use development (commercial, office, and residential) in designated urban growth areas and would focus most growth in station areas where zoning and land use codes allow greater densities. The increased density would promote more efficient use of land, allowing for efficient provision of services and facilities, as well as promoting walkable and cohesive neighborhoods.
<p>Goal CCG13 Improve the flow of vehicular traffic through the City Center and minimize increases in congestion.</p> <p>Policy CCP14 Reduce congestion by supporting the Commute Trip Reduction Act. Develop commuting alternatives to single occupancy vehicles, including transit, walking, and bicycling.</p>	The FWLE would provide affordable, convenient, and accessible transit service into and out of Federal Way and promote alternative modes of transportation beyond SOV. Chapter 3, Transportation, of the FWLE EIS includes an analysis of traffic through Federal Way's City Center. No traffic impacts in this area would occur from the FWLE.
<p>Goal CCG14 Promote and facilitate the effective use of non-motorized transportation. Create a safe, efficient, and enjoyable pedestrian and bicycle system.</p>	The FWLE would encourage the use of transit and non-motorized modes of transportation. The FWLE EIS evaluates existing and future pedestrian and bicycle access to ensure that safe connections would be maintained or integrated into FWLE station design. Station designs consider all joining modes—pedestrian, passenger drop-off, transit transfers, bicycles, and, when possible and needed, park-and-ride facilities. Sound Transit complies with ADA design requirements.
<p>Policy CCP15 Emphasize pedestrian and bicycle circulation, as well as other travel modes in all aspects of developing the City Center transportation system. Include public sidewalks, street trees, and other pedestrian amenities for streets.</p>	The FWLE would support use by pedestrian and bicycle users by providing a safe, efficient, accessible transit alternative with user-friendly amenities.
<p>Policy CCP19 Continue to site and screen parking lots to minimize impact on the pedestrian environment.</p>	Sound Transit has coordinated with the City of Federal Way on the FWLE. The FWLE would be designed to integrate into the pedestrian-friendly environment with context-sensitive design considerations.

TABLE D4.2-3

Federal Way Link Extension Consistency with Regional and Local Goals and Policies

Policy and Goals	Discussion
Policy CCP21 Encourage transit use by improving pedestrian and bicycle linkages to the existing and future transit system, and by improving the security and utility of park-and-ride lots and bus stops.	The FWLE would provide a safe, fast, efficient, and reliable transportation system that would be an alternative to the SOV and would also provide linkages to other travel modes, including bus, bicycle, and walking. Sound Transit implements CPTED design principles directed at reducing crime incidents at stations and park-and-ride lots.
Goal CCG15 Work with the transit providers to develop a detailed transit plan for the City Center. Identify facilities, services, and implementation measures needed to make transit a viable and attractive travel mode. Tailor the plan to meet local needs through rapid transit, express buses, community service, and/or demand-responsive service.	Sound Transit has coordinated and will continue to coordinate with the City of Federal Way and King County Metro on the FWLE.
Policy CCP25 Continue to focus transportation investments to support transit and pedestrian/bicycle-oriented land use patterns.	The FWLE EIS evaluates FWLE alternatives, which include station locations within the city's core area. FWLE would support TOD by allowing greater density and a mixture of land uses to occur in the station areas. The increased density would promote more efficient use of land, allowing efficient provision of services and facilities, as well as encouraging walkable and cohesive neighborhoods.
Policy CCP26 Participate actively in regional efforts to develop an HCT system to serve the City Center.	Sound Transit has coordinated and will continue to coordinate with the City of Federal Way on the FWLE.
Policy CCP27 Establish the most intensive levels of transit service to the City Center area.	The FWLE light rail would provide direct transit service to the City Center area and provide connections to other urban centers along the project corridor, as well as to other regional destinations. The FWLE would provide linkages to other modes of transit, including bus, bicycle, and walking.
Policy CCP28 Integrate any transit system with existing or new road right-of-way.	The FWLE would be located within a dedicated right-of-way and generally follow existing transportation corridors.
Policy CCP29 Integrate the high capacity transit system with other transportation modes serving Federal Way and the region. Policy CCP30 Integrate bicycle and pedestrian facilities with, and connect to, high capacity transit facilities during right-of-way acquisition and facility design	The FWLE would provide links to urban centers along the project corridor, as well as to other regional destinations. Light rail stations would be designed to integrate access from other modes of transportation, including bus, bicycle, and walking.
Goal CCG17 Encourage the development of a higher-density, mixed-use City Center that in turn will reduce parking demand per square foot or per unit.	The FWLE would promote mixed-use development in designated urban growth areas and focus most growth in station areas where zoning and land use codes allow greater densities. The increased density would allow more efficient use of land and more walkable communities, as well as reducing dependency on SOV.
Policy CCP34 Encourage the provision of structured parking.	The FWLE would include the expansion of the existing park-and-ride facilities or construction of new parking garages in Federal Way. These facilities could include structures to minimize the project footprint.
Goal CCG18 Plan for land use patterns and transportation systems that minimize air pollution and greenhouse gas emissions. Policy CCP39 Continue to build a multimodal transportation system, as described in Chapter 3, "Transportation," so that people who live and work in Federal Way have a variety of convenient low- or no-emission transportation options.	The FWLE would improve air quality in the region by providing an alternative mode of transportation to the automobile and by contributing to a mode shift from private automobile to transit. The FWLE would reduce greenhouse gas emissions during operation by reducing vehicle miles and hours traveled.
Goal CCG19 As part of new development or redevelopment, encourage the use of innovative techniques such as Low Impact Development. Policy CCP41 Encourage the use of low impact development stormwater facilities, or use other similar stormwater management techniques to promote aquifer recharge.	The FWLE would comply with applicable design and environmental regulations. Sound Transit's light rail design criteria prioritize LID stormwater management techniques. LID options are evaluated during the design process for the project and would be employed unless they are determined to be infeasible due to site-specific soil or groundwater conditions.

TABLE D4.2-3

Federal Way Link Extension Consistency with Regional and Local Goals and Policies

Policy and Goals	Discussion
Land Use	
Policy LUP25 Encourage development of regional uses in the City Center.	The FWLE would encourage mixed-use development (commercial, office, and residential) in designated urban growth areas and would focus most growth in station areas where zoning and land use codes allow greater densities.
Goal LUG6 Transform Community Business areas into vital, attractive, areas with a mix of uses that appeal to pedestrians, motorists, and residents, and enhance the community's image.	The FWLE would promote mixed-use development and would encourage more efficient use of land, allowing efficient provision of services and facilities within the community. The FWLE would also provide user-friendly amenities. The FWLE would provide fast, reliable, and efficient connections to other urban centers in the project corridor and to other regional destinations.
Policy LUP39 Encourage transformation of the Pacific Highway (SR 99) Community Business corridors into quality retail/commercial mixed use areas, designed to integrate auto, pedestrian, and transit circulation, and to improve traffic flow and safety, including access control and off-street interconnectivity between adjoining properties where feasible. Continue to utilize Community Design Guidelines to ensure quality site and building design and functional and aesthetic compatibility between uses. Integration of pedestrian amenities and open space into retail and office development should also be encouraged.	The FWLE would promote mixed-use development near stations areas along SR 99. The station areas would provide linkages to other modes, including bus, bicycle, and walking. Design of the stations would include context-sensitive design; stations would be designed to integrate into the pedestrian-friendly environment. The FWLE alternatives that travel along I-5, including the Preferred Alternative, would be less consistent because the alternatives and station locations (although in close proximity to SR 99) may not encourage transformation to the same degree as SR 99 alternatives.
Transportation	
Goal TG1 Maintain mobility through a safe, balanced, and integrated transportation system.	The FWLE would provide a fast, efficient, and reliable mode of transit as an alternative to SOVs and would provide connections to other urban centers in the project corridor and the region.
Policy TP1.10 Coordinate with transit agencies to provide convenient non-motorized access to transit facilities.	Sound Transit has coordinated and will continue to coordinate with the City of Federal Way and King County Metro on the FWLE. The FWLE would provide linkages to other travel modes, including bus, bicycle, and walking.
Policy TP1.4 Allow improvements to vehicle throughput only where they enhance traffic and pedestrian safety, improve high capacity transit and HOV facilities, or reduce air pollution.	The FWLE would create an efficient, accessible, safe, and affordable public service for city residents and businesses and increase the capacity of existing transit facilities. The FWLE would improve air quality.
Goal TG3 Enhance community health, livability, and transportation by providing a connected system of pedestrian, bicycle, and transit ways that are integrated into a coordinated regional network.	The FWLE would provide a safe, fast, efficient, and reliable transportation system that would be an alternative to the SOV and would also provide linkages to other travel modes, including bus, bicycle, and walking. It would also provide connections to other urban centers in the project corridor and region.
Policy TP3.1 Through subarea planning, with the cooperation of transit service providers, work to make transit part of each neighborhood through appropriate design, service types, and public involvement. This system should provide convenient connections from city neighborhood activity centers to the regional transportation system.	Sound Transit has coordinated and will continue to coordinate with the City of Federal Way and King County Metro on the FWLE. The FWLE would develop regional transit in the Federal Way City Center subarea, which is consistent with the City's City Center Subarea plan.
Policy TP3.2 Prepare, promote, and provide for an enhanced, high-capacity, regional transit system, maintaining area residents' mobility and travel options. The regional transit system should assist in attaining air quality standards.	The FWLE would provide high-capacity regional transit, providing residents with an additional option for mode of travel. The FWLE would improve air quality in the region by providing an alternate mode of transportation to the automobile and contributing to a mode shift from private automobiles to transit.
Policy TP3.3 Acquire or preserve rights-of-way for high-capacity transit whenever possible, such as development applications, in advance of their need. Make accommodations for any improvements, whether public or private, to provide for future high-capacity transit needs without major redevelopment.	After completion of the environmental review process, Sound Transit would be able to preserve right-of-way for future light rail service.
Policy TP3.5 Work with transit agencies to ensure amenities such as shelters, benches, bicycle racks, lighting, and information kiosks are incorporated in the design and improvement of appropriate transit facilities.	FWLE station areas would include amenities and considerations of the needs of patrons, including weather protection, comfort and convenience features such as benches and trash receptacles, and safety features such as security lighting.

TABLE D4.2-3

Federal Way Link Extension Consistency with Regional and Local Goals and Policies

Policy and Goals	Discussion
Policy TP3.7 Promote extension of fixed guideway facilities to the regional airport as an effective means of resolving congestion problems that affect City residents and businesses.	The FWLE would be a fixed-guideway transit system that would connect the Federal Way City Center with Sea-Tac Airport.
Policy TP3.13 Acquire access paths between existing developments, cul-de-sacs, public facilities, business areas, and transit followed by trail construction to improve non-motorized circulation. Require the same for all new developments or redevelopments.	The FWLE EIS evaluates existing and future pedestrian and bicycle access to ensure that safe connections would be maintained or integrated into FWLE station design.
Policy TP3.17 Coordinate development of the non-motorized system with surrounding jurisdictions and regional system extensions.	Sound Transit has coordinated and will continue to coordinate with the City of Federal Way and King County Metro on the FWLE.
Policy TP3.18 Incorporate environmental factors into transportation decision-making, including attention to human health and safety.	The environmental review process helps inform the Sound Transit Board and cooperating agencies on their decision to identify a Preferred Alternative and to select the FWLE project to build. Design of the FWLE would minimize impacts, and mitigation would be provided where impacts occur.
Goal TG5 Develop and implement transportation systems management strategies and programs that contribute to the overall effectiveness of the multimodal transportation system. Policy TP5.1 Reduce auto dependency, especially drive-alone trips, by employing and promoting the application of programs enhance mobility and assist in achievement of the land use vision.	The FWLE would provide a non-SOV form of transportation and would provide opportunities for supportive land uses, thereby furthering the ability of the City to achieve its land use vision. The FWLE would provide linkages to other transit options and would be designed to provide all members of the communities with access to the stations and trains.
Policy TP5.8 Encourage the provision of a robust transportation alternative rich environment so that all members of the community, including those with transportation disadvantages, have viable travel options or alternatives.	The FWLE would be designed to provide all members of the communities with access to the stations and trains. The design of the FWLE station areas would include features related to pedestrian safety and would be ADA-compliant.
Goal TG6 Be an active partner by coordinating with a broad range of groups to help meet Federal Way's transportation goals. Policy TP6.4 The City will continue to cooperate with regional and local transit providers to develop facilities that make transit a more attractive option.	Sound Transit has coordinated and will continue to coordinate with the City of Federal Way and King County Metro on the FWLE.
Policy TP6.7 Support regional transportation projects that are appropriately designed and will preserve the movement of people and goods on I-5 and state routes.	The FWLE is a regional transportation project. All FWLE alternatives are grade-separated and would operate in exclusive right-of-way with no conflicts with vehicles, pedestrians, or bicyclists. The FWLE Preferred Alternative is generally along the western side of I-5 and would not affect any movements along or to and from I-5. Please see Section 3.5.4 of the Final EIS for more information. Sound Transit has coordinated and will continue to coordinate with the City of Federal Way on the design of the FWLE.
Economic Development	
Goal EDG8 Encourage concentration of non-residential development into five primary areas: <ul style="list-style-type: none"> High-density mixed-use development in the City Center Policy EDP29 Encourage redevelopment of the City Center.	The FWLE would promote mixed-use development in designated urban growth areas and focus most growth in station areas where zoning and land use codes allow greater densities. The increased density would allow more efficient use of land and more walkable communities, as well as potentially reducing dependency on SOV.
Housing	
Policy HP23 Continue to require a portion of new housing on sites of significant size to be affordable to low-income households at a level not provided otherwise by the private market. Developers should be compensated for providing this affordable housing by increased density or other benefits.	After project construction, any surplus property owned by Sound Transit would be developed consistent with the agency's policy promoting TOD. Surplus property would be developed under an agreement with developers that includes conditions, which could include requiring a portion of housing units to be affordable.

D4.2.4 References

- City of Des Moines. 2015. *Des Moines 2035: Charting Our Course for a Sustainable Future*. <http://desmoineswa.gov/DocumentCenter/View/2091>. Adopted June 25, 2015.
- City of Federal Way. 2015. *City of Federal Way Comprehensive Plan*. <http://www.cityoffederalway.com/index.aspx?NID=356>. Adopted 2015.
- City of Kent. 2015. *City of Kent Comprehensive Plan*. <http://kentwa.gov/ComprehensivePlan/>. Adopted 2015.
- City of Kent. 2011. *Midway Subarea Plan*. <http://kentwa.gov/MidwaySubareaPlan/>. Adopted December 2011.
- City of SeaTac. 2015. *City of SeaTac Comprehensive Plan*. <http://www.ci.seatac.wa.us/index.aspx?page=600>. Adopted June 2015.
- King County. 2012. *King County Comprehensive Plan*. Available at: <http://www.kingcounty.gov/depts/executive/psb/regional-planning/king-county-comprehensive-plan.aspx>. Adopted December 3, 2012.
- Puget Sound Regional Council (PSRC). 2015. *Transportation 2040 Update Report: Toward a Sustainable Transportation System*. <http://www.psrc.org/transportation/t2040/t2040-pubs/final-draft-transportation-2040/>.
- Puget Sound Regional Council (PSRC). 2010. *Transportation 2040: Toward a Sustainable Transportation System*. <http://www.psrc.org/assets/4847/T2040FinalPlan.pdf?processed=true>. Adopted May 2010.
- Puget Sound Regional Council (PSRC). 2009. *VISION 2040*. <http://www.psrc.org/growth/vision2040/>. December 2009.
- Sound Transit. 2016a. *Federal Way Link Extension Transit Oriented Development Study Addendum*.
- Sound Transit. 2016b. *Sound Transit 3 (ST3)*. <http://soundtransit3.org/>.
- Sound Transit. 2014a. *Regional Transit Long-Range Plan*. <http://www.soundtransit.org/Projects-and-Plans/Long-range-Plan-update>. First published 2005; updated December 18, 2014.
- Sound Transit. 2014b. *TOD Program Strategic Plan*. http://www.soundtransit.org/Documents/pdf/projects/tod/TOD_StrategicPlan.pdf. April 14, 2014.
- Sound Transit. 1996a. *Regional Transit Long-Range Vision*. Adopted May 31, 1996.
- Sound Transit. 1996b. *Sound Move – the Ten-Year Regional Transit System Plan (the Long-Range Vision)*.

Economics

TABLE D4.3-1

Commercial Property Acquisitions by City

Alternative	Total Number of Commercial Parcels Impacted (Full Acquisitions)	Number of Commercial Parcels Impacted by City (Full Acquisitions)			
		SeaTac	Des Moines	Kent	Federal Way
Preferred Alternative	25	1	2	12	10
Kent/Des Moines Station Options					
Kent/Des Moines At-Grade Station	-14	—	-2	-12	—
Kent/Des Moines I-5 Station	-8	—	-1	-7	—
Landfill Median Alignment Option	—	—	—	—	—
S 272nd Star Lake Elevated Station Option	—	—	—	—	—
S 317th Elevated Alignment Option	—	—	—	—	—
Federal Way City Center Station Options					
Federal Way I-5 Station	-2	—	—	—	-2
Federal Way S 320th Park-and-Ride Station	-9	—	—	—	-9
SR 99 Alternative	38	0	11	16	11
S 216th Station Options					
216th West Station	+4	—	+4	—	—
216th East Station	+3	+1	+2	—	—
Kent/Des Moines Station Options					
Kent/Des Moines HC Campus Station	-3	—	-2	-1	—
Kent/Des Moines HC Campus Station from S 216th W Station	+5	—	+6	-1	—
Kent/Des Moines Median Station	-7	—	-3	-4	—
Kent/Des Moines East Station	-5	—	-9	+4	—
S 260th Station Options					
S 260th West Station	+12	—	+2	+10	—
S 260th East Station	+9	—	—	+9	—
S 272nd Redondo Trench Station Option	+6	—	—	+6	—
Federal Way SR 99 Station Option	+4	—	—	—	+4
SR 99 to I-5 Alternative	18	0	7	7	4
S 216th Station Options					
216th West Station	+4	—	+4	—	—
216th East Station	+3	+1	+2	—	—

TABLE D4.3-1
Commercial Property Acquisitions by City

Alternative	Total Number of Commercial Parcels Impacted (Full Acquisitions)	Number of Commercial Parcels Impacted by City (Full Acquisitions)			
		SeaTac	Des Moines	Kent	Federal Way
Landfill Median Alignment Option	—	—	—	—	—
Federal Way City Center Station Options					
Federal Way I-5 Station	+4	—	—	—	+4
Federal Way S 320th Park-and-Ride Station	-3	—	—	—	-3
I-5 to SR 99 Alternative	34	0	1	22	11
S 260th Station Options					
S 260th West Station	+7	—	+2	+5	—
S 260th East Station	+9	—	—	+9	—
S 272nd Redondo Trench Station Option	+6	—	—	+6	—
Federal Way SR 99 Station Option	+4	—	—	—	+4

TABLE D4.3-2

Initial Property Tax Impact by City

Alternative	Total Annual Initial Property Tax Impact ^a	Initial Property Tax Impact by City and Percentage of Budgeted Property Tax Revenue							
		SeaTac		Des Moines		Kent		Federal Way	
		%	\$	%	\$	%	\$	%	\$
Preferred Alternative	\$77,394	0.1%	\$7,815	0.3%	\$12,660	0.1%	\$22,976	0.3%	\$33,943
Kent/Des Moines Station Options									
Kent/Des Moines At-Grade Station	-\$11,624	-	-	-0.1%	-\$3,318	-0.0%	-\$8,634	0.0%	+\$327
Kent/Des Moines I-5 Station	-\$7,465	-	-	-0.0%	-\$856	-0.0%	-\$6,610	-	-
Landfill Median Alignment Option	-\$599	-	-	-	-	-0.0%	-\$599	-	-
S 272nd Star Lake Elevated Station Option	-	-	-	-	-	-	-	-	-
S 317th Elevated Alignment Option	-	-	-	-	-	-	-	-	-
Federal Way City Center Station Options									
Federal Way I-5 Station	-\$3,328	-	-	-	-	-	-	-0.0%	-\$3,328
Federal Way S 320th Park-and-Ride Station	-\$33,458	-	-	-	-	-	-	-0.3%	-\$33,458
SR 99 Alternative	\$91,379	0.0%	\$0.0	0.4%	\$14,269	0.2%	\$29,275	0.5%	\$47,836
S 216th Station Options									
216th West Station	+\$8,530	-	-	+0.2%	+\$8,530	-	-	-	-
216th East Station	+\$8,340	+0.0%	+\$1,791	+0.2%	+\$6,549	-	-	-	-
Kent/Des Moines Station Options									
Kent/Des Moines HC Campus Station	+\$1,626	-	-	+0.0%	+\$1,357	+0.0%	+\$270	-	-
Kent/Des Moines Campus Station from S 216th West Station	+\$18,373	-	-	+0.5%	+\$18,104	+0.0%	+\$270	-	-
Kent/Des Moines Median Station	-\$8,798	-	-	-0.1%	-\$4,356	-0.0%	-\$4,442	-	-
Kent/Des Moines SR 99 East Station	-\$11,029	-	-	-0.3%	-\$9,461	-0.0%	-\$1,568	-	-
S 260th Station Options									
S 260th West Station	+\$13,654	-	-	+0.2%	+\$5,572	+0.0%	+\$8,082	-	-

TABLE D4.3-2

Initial Property Tax Impact by City

Alternative	Total Annual Initial Property Tax Impact ^a	Initial Property Tax Impact by City and Percentage of Budgeted Property Tax Revenue							
		SeaTac		Des Moines		Kent		Federal Way	
		%	\$	%	\$	%	\$	%	\$
S 260th East Station	+\$11,744	-	-	-	-	+0.1%	+\$11,744	-	-
S 272nd Redondo Trench Station Options	+\$9,607	-	-	-	-	+0.0%	+\$7,605	+0.0%	+\$2,002
Federal Way SR 99 Station Option	-\$2,495	-	-	-	-	-	-	-0.0%	-\$2,495
SR 99 to I-5 Alternative	\$59,716	0.0%	\$0.0	0.4%	\$14,417	0.1%	\$20,818	0.2%	\$24,481
S 216th Station Options									
216th West Station	+\$8,530	-	-	+0.2%	+\$8,530	-	-	-	-
216th East Station	+\$8,340	+0.0%	+\$1,791	+0.2%	+\$6,549			-	-
Landfill Median Alignment Option	+\$230	-	-	-	-	+0.0%	+\$230	-	-
Federal Way City Center Station Options									
Federal Way I-5 Station	+\$6,134	-	-	-	-	-	-	+0.1%	+\$6,134
Federal Way S 320th Park-and-Ride Station	-\$23,996	-	-	-	-	-	-	-0.2%	-\$23,996
I-5 to SR 99 Alternative	\$95,228	0.0%	\$1,156	0.4%	\$15,462	0.2%	\$30,775	0.5%	\$47,836
S 260th Station Options									
S 260th West Station	+\$11,209	-	-	+0.2%	+\$5,572	+0.0%	+\$5,637	-	-
S 260th East Station	+\$11,744	-	-	-	-	+0.1%	+\$11,744	-	-
S 272nd Redondo Trench Station Option	+\$9,607	-	-	-	-	+0.0%	+\$7,605	+0.0%	+\$2,002
Federal Way SR 99 Station Option	-\$2,495	-	-	-	-	-	-	-0.0%	-\$2,495

Note: 0.0% means <.05%. Total may be greater or less than the sum of the parts due to rounding.

^a Impacts are based on 2013 municipal budgets and levy rates.

TABLE D4.3-3

Percent of Total Commercially Zoned Land Within Each City to be Acquired for FWLE

Alternative	Seatac ^a		Des Moines ^b		Kent		Federal Way	
	Commercial	Mixed Use	Commercial	Mixed Use	Commercial	Mixed Use	Commercial	Mixed Use
Preferred Alternative	0.0%	0.1%	0.2%	0.0%	1.1%	0.1%	0.0%	3.1%
Kent/Des Moines Station Options								
Kent/Des Moines At-Grade Station	-	-	-	-	-0.6%	+0.9%	-	-
Kent/Des Moines I-5 Station	-	-	-0.2%	-	-0.7%	-	-	-
Landfill Median Alignment Option	-	-	-	-	-	-	-	-
S 272nd Star Lake Elevated Station Option	-	-	-	-	-	-	-	-
S 317th Elevated Alignment Option	-	-	-	-	-	-	-	-
Federal Way City Center Station Options								
Federal Way I-5 Station	-	-	-	-	-	-	-	+1.2%
Federal Way S 320th Park-and-Ride Station	-	-	-	-	-	-	-	+0.1%
SR 99 Alternative	0.0%	0.0%	2.2%	0.0%	1.2%	0.0%	2.4%	3.9%
S 216th Station Options								
216th West Station	-	-	+1.2%	-	-	-	-	-
216th East Station	-	-	+1.4%	-	-	-	-	-
Kent/Des Moines Station Options								
Kent/Des Moines HC Campus Station	-	-	-0.3%	-	-	-	-	-
Kent/Des Moines HC from 216th W Station	-	-	+3.1%	-	-	-	-	-
Kent/Des Moines Median Station	-	-	-0.3%	-	-0.2%	-	-	-
Kent/Des Moines East Station	-	-	-1.6%	-	-0.1%	+0.2%	-	-

TABLE D4.3-3

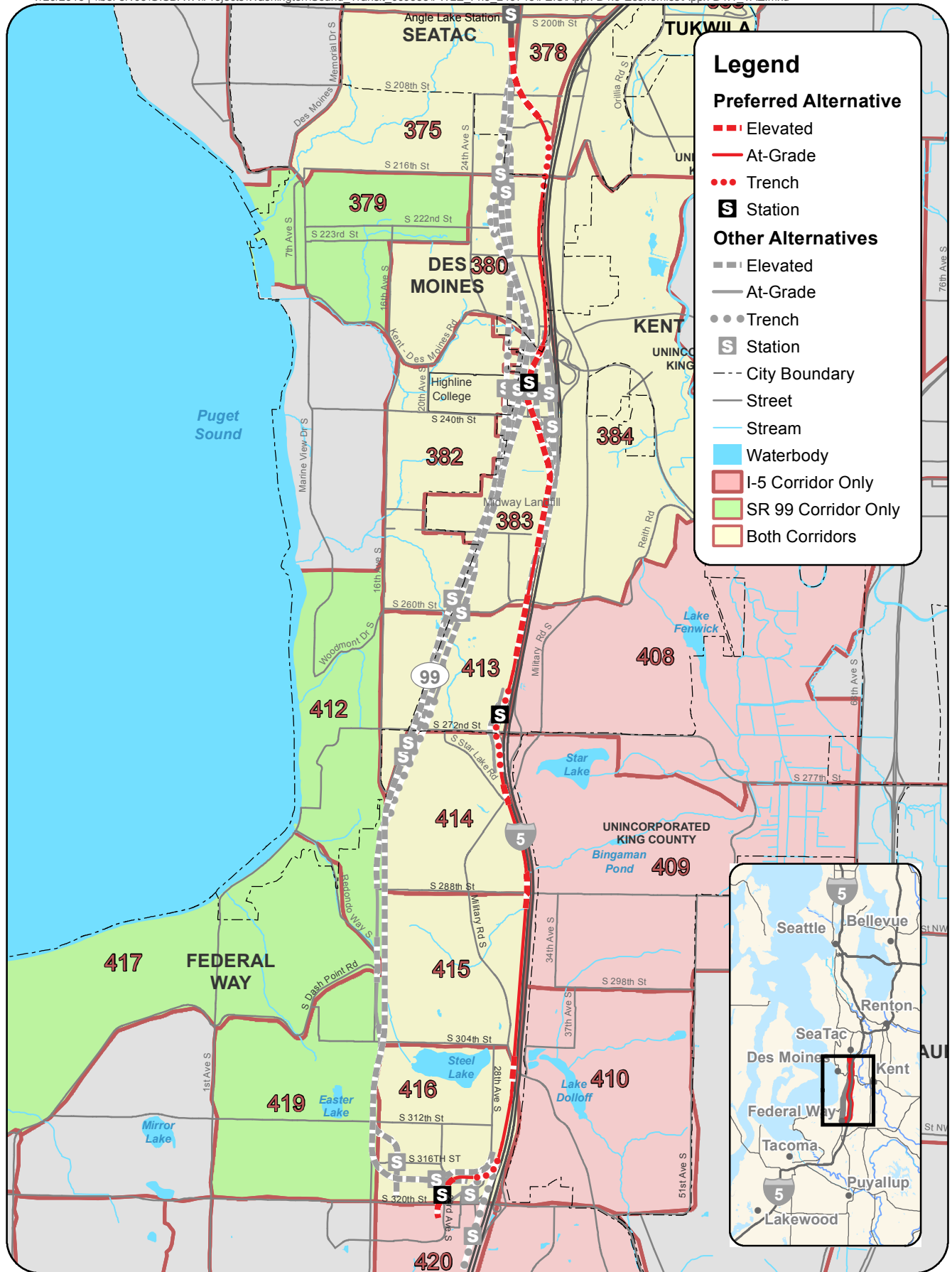
Percent of Total Commercially Zoned Land Within Each City to be Acquired for FWLE

Alternative	Seatac ^a		Des Moines ^b		Kent		Federal Way	
	Commercial	Mixed Use	Commercial	Mixed Use	Commercial	Mixed Use	Commercial	Mixed Use
S 260th Station Options								
S 260th West Station	-	-	+1.0%	-	+0.5%	-	-	-
S 260th East Station	-	-	+0.1%	-	+0.5%	-	-	-
S 272nd Redondo Trench Station Option	-	-	-	-	+1.5%	-	-0.1%	-
Federal Way SR 99 Station Option	-	-	-	-	-	-	-	+1.3%
SR 99 to I-5 Alternative	0.0%	0.0%	1.5%	0.0%	0.6%	0.2%	0.0%	2.5%
S 216th Station Options								
216th West Station	-	-	+1.2%	-	-	-	-	-
216th East Station	-	-	+1.4%	-	-	-	-	-
Landfill Median Alignment Option	-	-	-	-	-	-	-	-
Federal Way City Center Station Options								
Federal Way I-5 Station	-	-	-	-	-	-	-	+1.7%
Federal Way S 320th Park-and-Ride Station	-	-	-	-	-	-	-	+0.7%
I-5 to SR 99 Alternative	0.0%	0.1%	0.0%	0.0%	1.2%	0.3%	2.4%	3.9%
S 260th Station Options								
S 260th West Station	-	-	+1.0%	-	+0.5%	-	-	-
S 260th East Station	-	-	+0.1%	-	+0.5%	-	-	-
S 272nd Redondo Trench Station Option	-	-	-	-	+1.5%	-	-0.1%	-
Federal Way SR 99 Station Option	-	-	-	-	-	-	-	+1.3%

Note: 0.0% means <.05%.

^a Note that Seatac does not have Office zoning.^b Note that Des Moines does not have Mixed Use zoning.

Exhibit D4.3-1 shows transportation analysis zone (TAZ) boundaries in the FWLE study area.



Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac, USGS, Puget Sound Regional Council (2015)

EXHIBIT D4.3-1

TAZ Boundaries Within FWLE Project Area



Federal Way Link Extension

Air Quality

D4.6.1 Air Quality Standards

The Clean Air Act of 1970 (CAA) and subsequent amendments specify regulations for control of the nation's air quality. The U.S. Environmental Protection Agency (EPA) is responsible for implementing most aspects of the CAA. Following the requirements of the CAA, EPA sets the criteria for National Ambient Air Quality Standards (NAAQS) and conformity requirements and has oversight authority over both Puget Sound Clean Air Agency (PSCAA) and Washington State Department of Ecology (Ecology). Ecology strives to improve air quality throughout the state by overseeing the development and conformity to the State Implementation Plan (SIP), which is the state's plan for meeting and maintaining NAAQS. PSCAA has local authority for setting regulations and permitting of stationary air pollutant sources and construction emissions.

Criteria Pollutants

EPA's NAAQS (EPA, 2012) set limits on concentration levels of certain pollutants, commonly referred to as the "criteria pollutants." The six criteria pollutants are:

- Carbon monoxide (CO)
- Particulate matter (PM) (both less than 10 microns in diameter [PM₁₀] and less than 2.5 microns in diameter [PM_{2.5}])
- Ozone (O₃)
- Sulfur dioxide (SO₂)
- Lead
- Nitrogen dioxide

The NAAQS for these criteria pollutants are separated into two standard categories: the primary and the secondary standards (40 Code of Federal Regulations [CFR] 50). The primary standards were created to protect public health; the secondary pollutant standards were established to protect public welfare and the environment. Air quality is monitored and areas are designated according to whether or not they meet the NAAQS for each pollutant.

Washington State has established Washington Ambient Air Quality Standards (WAAQS) (Washington Administrative Code [WAC] 173-470, 474, and 475). PSCAA also adopted air quality standards for the Puget Sound Region. Table D4.6-1 lists the air quality standards that apply to the Federal Way Link Extension (FWLE) project corridor.

TABLE D4.6-1
Ambient Air Quality Standards by Government Jurisdiction

Pollutant	National ^a		Washington State ^b	Puget Sound Region ^b
	Primary	Secondary		
Nitrogen Dioxide (NO ₂)				
1-Hour (ppm)	0.10	NS	NS	0.10
Annual Average (ppm)	0.053	0.053	0.05	0.053
Carbon Monoxide (CO)				
1-Hour Average (ppm)	35.0	NS	35.0	35.0
8-Hour Average (ppm)	9.0	NS	9.0	9.0
Ozone (O ₃)				
8-Hour Average (ppm)	0.075	0.075	NS	0.075
1-Hour Average (ppm)	Revoked	Revoked	0.12	NS
Lead				
Calendar Quarter (µg/m ³)	1.5	1.5	NS	NS
Rolling 3-Month Average (µg/m ³)	0.15	0.15	NS	0.15
Sulfur Dioxide (SO ₂)				
1-Hour Average (ppm)	0.075 ^c	NS	0.40 ^d 0.25 ^e	0.075
3-Hour Average (ppm)	NS	0.5	NS	0.5
24-Hour Average (ppm)	0.14 (certain areas)	NS	0.10	NS
Annual Arithmetic Average (ppm)	0.03 (certain areas)	NS	0.02	NS
Particulate Matter (PM ₁₀)				
24-Hour Average (µg/m ³)	150	150	150	150.0
Annual Arithmetic Average (µg/m ³)	Revoked	Revoked	50	NS
Particulate Matter (PM _{2.5})				
24-Hour Average (µg/m ³)	35	35	NS	35
Annual Arithmetic Average (µg/m ³)	12	15	NS	15
Particulate Matter (TSP)				
24-Hour Average (µg/m ³)	NS	NS	150	NS
Annual Geometric Average (µg/m ³)	NS	NS	60	NS

Sources:

NAAQS: EPA, 2012,.

WAAQS: Washington Administrative Code (WAC) 173-470, 474, and 475.

Puget Sound Region: Puget Sound Clean Air Agency Regulation 1 (PSCAA, 2015).

^a National standards other than ozone, PM, and those based on annual averages or annual arithmetic means are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than 1. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, is equal to or less than the standard.

^b State and Puget Sound regional standards criteria for violation are the same as the national standards unless otherwise noted.

^c Final rule signed June 2, 2010. To attain 1-hour SO₂ standard, the 3-year average of the 99th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 75 parts per billion.

^d Not to be exceeded more than once a year.

^e Not to be exceeded more than twice in a consecutive 7-day period

µg/m³ = micrograms per cubic meter

ppm = parts per million (by volume)

NS = no standard established

TSP = total suspended particulates

Transportation Conformity Requirements

At the federal level, the 1977 CAA amendments required each state to develop and maintain a SIP for each criteria pollutant that violates the applicable NAAQS. The CAA amendment of 1990 required all transportation projects located in air quality maintenance and nonattainment areas to follow conformity requirements promulgated in their respective regulations (40 CFR Part 93) and to conform to the SIP. By conforming to the SIP, the project proponent demonstrates that the transportation project will not add any new air quality violations to the area, will not worsen the current violations, and/or will not delay the attainment goals of the NAAQS. The Washington state regulation requires Ecology and the Washington State Department of Transportation to develop air quality-based criteria for transportation projects to demonstrate conformity to the SIP for attaining and maintaining the NAAQS and meeting all standards of the CAA (WAC 173-420).

Transit projects are not governed by state requirements; however, state requirements are referenced as guidance to demonstrate project conformity when transit projects have an effect on traffic patterns on local roadways.

King County was designated as a maintenance area for CO in 1996. Although measured concentrations of CO have met NAAQS for several years, the designation has not been changed to attainment. Therefore, the project is subject to transportation conformity requirements and needs to demonstrate conformity at both regional and project levels for CO. The project is in an attainment area for all other criteria pollutants (including PM₁₀ and PM_{2.5}); therefore, analysis of the other criteria pollutants is not required.

D4.6.2 Carbon Monoxide Hot-Spot Analysis

The FWLE is located in a CO maintenance area; therefore, the federal air quality conformity regulation 40 CFR 93.116 requires a CO hot-spot analysis as part of the conformity determination to ensure transportation activities associated with the project will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. The project would not substantially change the volumes of vehicular traffic in the project vicinity. As presented in Section 4.6, Table 4-6.1, data collected from CO monitoring sites in the project vicinity demonstrate that the area has not exceeded the CO NAAQS in the last 3 years. However, the project must meet air quality conformity standards for a CO maintenance area.

EPA has developed guidance to evaluate concentrations near roadway intersections where motor vehicle emissions can be high due to increased traffic congestion and idling at traffic signals.

Procedures and guidance used for this analysis to conduct a CO hot-spot analysis include the 2015 Washington State Department of Transportation *Environmental Manual* M31-11, Section 425, Air (WSDOT, 2015); 40 CFR 93.123 (a); and 40 CFR 51, Appendix W (Guideline on Air Quality Models).

Air quality in the project vicinity could be affected by changes in traffic flow and volumes locally and regionally and as a result of increased vehicular traffic near the light rail stations. The CO hot-spot analysis was conducted at intersections affected by the project operating or expected to operate at a level of service (LOS) of D or worse in the design year (2035) or that had at least a 10 percent increase

in volumes or a degradation of LOS to D or worse with the project. In addition, the year 2040 was analyzed for the No Build and Build condition to be consistent with the Puget Sound Regional Council's Vision 2040 Transportation Plan.

The FWLE traffic study evaluated high-volume intersections throughout the project corridor. More than 20 evaluated intersections were identified as operating at a LOS D or worse in at least one or all evaluated conditions. Of these, the three worst-case intersections were evaluated for the CO hot-spot analysis. It was determined that if these three intersections met conformity requirements, the remainder of the intersections would not cause a CO hot-spot. The three worst intersections (Table D4.6-2) were selected by evaluating the FWLE projected traffic data to identify which intersections would experience a 10 percent or more increase in traffic volumes and a degradation of LOS from Existing to Build or from No Build to Build conditions (degrade the LOS from "D" to "E" or "F" under the future build alternatives). Delay times were also evaluated and the intersections with the highest delay were selected. CO modeling was not conducted for all intersections under all the Existing, No Build and build alternatives due to the large number of build alternatives and station options. Traffic conditions for all build alternatives and station options were compared and the worst-case scenario was selected for each of the three intersections. It was determined that if the worst-case intersections would not adversely impact air quality, then all other intersections would experience a lesser impact.

TABLE D4.6-2

Top Worst-Case Intersections

Intersection Name	Existing Conditions		2035 No Build		2035 Build		2040 No Build		2040 Build	
	LOS	Delay	LOS	Delay	LOS//LOS After Mitigation	Delay/Delay After Mitigation	LOS	Delay	LOS//LOS After Mitigation	Delay/Delay After Mitigation
Pacific Hwy S and Kent-Des Moines Road	E	67	F	98	F/F	104/80	F	102	F/F	108/85
Military Road S and S 272nd Street	D	46	F	120	F/E	131/79	F	124	F/F	134/84
S Star Lake Road and S 272nd Street	B	16	E	67	F/B	125/19	F	86	F/C	149/22

Air quality modeling was used to calculate air quality impacts for Existing, No Build, and Build conditions for the three screened worst-case intersections listed in Table D4.6-2. EPA's CAL3QHC modeling tool was used to model and analyze the CO levels of the three intersections. CAL3QHC is a microcomputer-based model that predicts CO or other inert pollutant concentrations from motor vehicles at roadway intersections. CAL3QHC uses predefined traffic data to estimate the project-generated CO emissions by inputting a combination of worst-case scenarios simultaneously into the model to produce the highest possible level of CO emissions in a project area. Intersections were modeled assuming no traffic mitigation in order to capture the worst-case scenario. If no impacts were identified for unmitigated conditions, then no impacts would occur with mitigation.

The EPA's Motor Vehicle Emission Simulator (MOVES) was used to calculate the CO emission rates needed as an input in the CAL3QHC model for the three analyzed intersections for Existing, No Build, and Build conditions. MOVES version 2014a is the EPA's most recent on-road emission model that can be used for estimating emissions from all on-road vehicles including cars, trucks, motorcycles, and buses. MOVES is based on analysis of millions of emission test results and considerable advances in EPA's understanding of vehicle emissions.

The following inputs to the MOVES model are required to calculate emissions rates in a project-level analysis:

1. **Intersection Link Coordinates** – The geometry of the evaluated roadway must be divided into “links.” These represent a segment of road or an “off-network” location where a similar type of vehicle activity occurs (i.e., intersection idling, acceleration, deceleration, free flow, etc.). In addition to the link coordinates, traffic volumes and average speed must be included. This information was provided by the project's traffic engineer.
2. **Link Source Types** – These data include defining the fleet mix on each link, this information was provided by the project's traffic engineer.
3. **Age Distribution** – For the distribution of vehicles by age, the default information provided in the MOVES programs was used.
4. **Meteorology** – The average temperature and humidity are used for the calendar date selected for the evaluation. The default information provided in the MOVES program was used.
5. **Fuel** – The fuel supply and formulation used for the vehicles within the project area are input. The default information provided in the MOVES program was used.
6. **I/M Program** – If an Inspection & Maintenance (I/M) program is required within the proposed project area, the I/M program information must be input. This information was obtained from the Puget Sound Regional Council.

After these data inputs were entered in the MOVES program, the model calculated the emission rates for each of the evaluated intersections. The results of the MOVES model were then used as inputs to the CAL3QHC model to estimate CO emissions for existing and future forecast year 2035 No Build and Build conditions.

The initial step for the CAL3QHC model is to create an input file using Notepad. The input file consists of a minimum of six lines of project-specific data with the following information:

- **Line 1:** Atmosphere conditions (i.e., surface roughness, settling velocity, and deposition velocity) and number of receptors.
- **Line 2:** Project-specific receiver information such as x,y coordinates and height. This line can be repeated for each receptor analyzed.
- **Line 3:** Run title, number of links within the intersection, and number of meteorological conditions considered.

- **Line 4:** Line 4 corresponds with Line 5. This line of data categorizes Line 5 as a free-flowing link or a queuing link. This line can be repeated for each link analyzed.
- **Line 5:** This line of information provides the link coordinates (x1,y1 and x2,y2), source height, mixing zone width, number of travel lanes, cycle length, average red time, traffic volumes, and emission rates. This line can be repeated for each link analyzed.
- **Line 6:** This line provides the meteorological model default conditions used to calculate the worst-case CO concentrations. Information provided in this line includes: wind speed, wind direction, mixing height, ambient background CO concentrations, wind directions, and wind angles.

After these file inputs are developed, the CAL3QHC model calculates the worst-case CO concentrations at the specified intersection.

The results of the 1-hour and 8-hour CO concentrations that were calculated in the CAL3QHC model are summarized in Table D4.6-3 below. The specified receptor CO concentrations are less than the 1-hour and 8-hour NAAQS of 35 ppm and 9 ppm, respectively, and the intersections do not require further CO hot-spot dispersion modeling; therefore, they pass the complete CO hot-spot modeling analysis. As noted above, CO concentrations were modeled assuming no traffic mitigation was installed at these intersections to provide a conservative estimate. Table D4.6-2 shows that intersection delay with traffic mitigation measures would be below the No Build condition at all three intersections evaluated in both 2035 and 2040. CO concentrations are not be expected to exceed the NAAQS, and no additional modeling is required.

TABLE D4.6-3

Modeled CO Concentrations (ppm)

Intersection	2014 Existing		2035 No Build		2035 Build		2040 No Build		2040 Build	
	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour
Pacific Hwy S and Kent-Des Moines Road	1.9	1.6	1.2	1.1	1.2	1.1	1.1	1.1	1.1	1.1
Military Road S and S 272nd Street	1.7	1.5	1.2	1.1	1.2	1.1	1.1	1.1	1.1	1.1
S Star Lake Road and S 272nd Street	2.0	1.7	1.3	1.2	1.3	1.2	1.2	1.1	1.2	1.1

Note: Background concentration is 1.0 ppm, based on maximum monitored CO concentration. The 1-hour and 8-hour NAAQS for CO are 35 ppm and 9 ppm, respectively.

References

- Puget Sound Clean Air Agency (PSCAA). 2015. Puget Sound Clean Air Agency Regulation 1. <http://www.pscleanair.org/library/Documents/reg1.pdf>. Last updated September 24, 2015.
- U.S. Environmental Protection Agency (EPA). 2012. National Ambient Air Quality Standards (NAAQS). <http://www.epa.gov/ttn/naaqs/>. Updated December 10. Accessed March 28, 2013.
- Washington State Department of Transportation. 2015. *Environmental Manual*. <http://www.wsdot.wa.gov/publications/manuals/fulltext/M31-11/epm.pdf>. M 31-11.14. June 2015.