



## Appendix B

**Comment Submissions received from  
Businesses, Community Groups,  
Organizations, and Individuals**

## **Public Hearing Testimony**

Adela Ulmer

Hi, my name is Adela Ulmer. This is so hard for me. Nobody told me about this. This has broken my heart. I've been a single mom, and I worked two, three jobs to save all my money.

This is my first job, and until I hear that it will be over for Freighthouse, all my money that I save is going to the garbage because I don't think they would give it to me, anything, but if they do, how much? \$20,000?

It's not how much that I put in on it seriously. Everything is going to be updated, but at the same time the Freighthouse has a story on not just me.

More than one person has some memory in there. My customers, they say I remember Freighthouse when I was much younger, and now it's going away. It hurts. It hurts my pocket, but thank you very much.





February 5, 2025

Sound Transit  
[Address]  
[City, State, Zip Code]

Subject: Concerns Regarding Link Rail Project Along Hwy 99

Dear Sound Transit Team,

My name is Christy Flygare, and I am the Plant Manager at Arctic Glacier U.S.A., Inc., located at 8220 Pacific Hwy E, Tacoma, WA 98422. I am writing to formally express my concerns regarding the proposed installation of Link Rail, specifically in relation to the options presented in FIGURE ES-4 of the documentation provided.

As a production and distribution facility for packaged ice and related services, we serve a variety of customers, including retail, commercial, and industrial businesses. Our operations require trucks coming in and out daily, seven days a week, which necessitates uninterrupted access to our property.

As outlined, Highway 99 presents significant safety hazards that are exacerbated by its current design, particularly at the intersection with our street. Recent events, including a serious incident where a speeding vehicle collided with one of our semi-trucks, underscore the ongoing dangers associated with this route. The presence of numerous blind spots, coupled with heavy traffic and an influx of tractor trailers, creates an inherently unsafe environment for all users of the highway.

It has come to my attention that there are potential plans to close sections of Highway 99 on weekends, directly in front of our property, during construction. As we operate seven days a week, this would impede our access and significantly impact our business operations. Our trucks, which require unrestricted access for efficient service, would be adversely affected by such closures.

Furthermore, I understand that the proposed plans include the removal of the turn lane directly in front of our business. This alteration would eliminate a critical escape route relied upon by motorists, including our operations team, thereby increasing the risk of accidental harm.

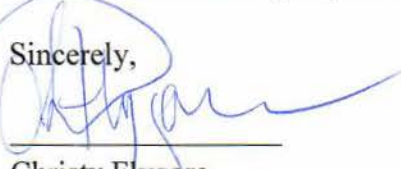
The placement of proposed pillars within the existing turn lane would hinder access to our driveway for tractor trailers, necessitating a detour that would require our vehicles to travel several miles beyond our facility for re-entry.

Additionally, the proposal to remove a substantial portion of the hillside adjacent to our property for the installation of a retaining wall raises concerns regarding the vibrations associated with the light rail operation. Such vibrations could impact the structural integrity of our infrastructure, especially since our facility is situated on a hillside that has been susceptible to mudslides.

Our facility houses equipment in multiple freezer rooms that are sensitive to vibrations. The potential impact of the light rail project may compromise the operational efficacy of our machinery, such as rake systems and screw conveyors that are particularly sensitive to ground movement. Moreover, the increased noise pollution from the light rail system may further disrupt our operations, exacerbating the challenges we face.

In light of these significant concerns, we formally request that you reevaluate the proposed changes and their implications for our business operations. Thank you for your consideration of our perspective, and I look forward to your prompt response.

Sincerely,



---

Christy Flygare  
Plant Manager  
Arctic Glacier U.S.A., Inc.

**Online open house submittal**

**Feb 10, 2025 6:07:18 pm**

Brandon Huhtala

If the East Route location (instead of West) on SR99 between South Federal Way and Fife, it will have a devastating effect on my business at 8316 Pacific Hwy E Milton (SR99), due to the non-ability to turn left across Northbound traffic when coming from Federal Way. I would highly recommend choosing the West side option, where businesses and residences can be accessed much more easily on the East side, while still allowing entrance to businesses on the West side.  
Brandon Huhtala, owner Automotive Images

**From:** Josh Alday <josh.d.alday@gmail.com>  
**Sent:** Monday, February 10, 2025 7:38 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** TDLE public comment

To the Sound Transit Board Of Directors,

Since I have become a business owner at Freighthouse Square, I have seen hundreds (if not thousands) of Sounder and Amtrak riders enjoy the food court and boutique shops during their commute. I have also seen children running around having the time of their life, birthdays, weddings, quinceaneras, concerts, conventions, craft shows, and most importantly artists and weirdos coming together to share their community with others. Please, do not kill Freighthouse.

Three of Sound Transit's proposed plans are an outright death sentence for this historically relevant building—a place that has existed for over 100 years and acted as an incubator for small businesses for nearly half of that time. The currently favored 25th Street West and the 25th Street East plans eliminate access to the food court and shops for no less than 2 years during construction with a cement overpass obstructing sunlight and view of the building after completion of the project. The Close To Sounder option demolishes the building completely, thereby erasing a piece of Tacoma history altogether.

As a result of these three plans, nearly 30 small businesses and their employees will be displaced—including one restaurant that has held residence for almost 4 decades. Furthermore the 3 event spaces within Freighthouse, largely utilized by the BIPOC community, have no equal replacement available. The Sound Transit Board Of Directors is meant to act in the best interest of the public yet it seems that ST has no desire to preserve or grow this small business community and has instead chosen apathy by kicking them out.

These three options are an exploitation of taxpayer funds that more Tacoma/PNW taxpayers should be made aware of. Sound Transit did not have their public comment hearings listed on their main calendar of events, making the information inaccessible to much of the general public. After finding out by word of mouth, I had to search for the specific time, date, and location to verify where and when these hearings were even happening. The optics of this worry me that ST wants their decision on this project to go through without a more widespread public insight. I propose that the public comment period be extended and future hearings are added to the main calendar of events to assure the public that no final decision will be made without their input seriously taken into consideration by the board.

With that being said, I implore the Sound Transit Board to choose the 26th Street alternative. This would be mutually beneficial to the future of PNW light rail and surrounding businesses. As part of this option, 2 vacant lots west of Freighthouse could be utilized for a new station, eliminating the need for demolition before new construction and preserving Tacoma history.

Freighthouse is part of the soul of Tacoma and once it's gone we won't get another one.

Sincerely,

Josh D. Alday

## **Public Hearing Testimony**

Josh Alday

My name is Josh Alday. I am the bike shop owner inside of Freighthouse Square, and I just want to first of all say Freighthouse is one of my favorite places.

It is amazing. There's no other place in Tacoma that I could have opened a business with \$2,000 in my pocket. I am one of the newer tenants, but I'm also going to be very affected by this closure of Freighthouse that's being proposed.

I am in favor of the 26th Street proposal as it seems that is the least affecting of Freighthouse Square, which while it does not have historic landmark status, it is a historic place.

Who has not gone onto the rail line and then gotten a bite to eat or shopped around? It seems like we did this already in 2018, whenever Sound Transit and Amtrak annexed part of the building, and I really do not want to see Freighthouse go away.

I own the bike shop there because of the location, because it is a major commuting hub. Sound Transit is not going to be able to relocate me to another major commuter hub in Tacoma. That's just not possible. It doesn't exist.

I would also like to propose that we extend the public comment period because two weeks of the public comments surrounded Christmas and other winter holidays, so I would like to see a two week extension past the February 10th date so that way we have more opportunity to receive public comment on the project. Thank you.



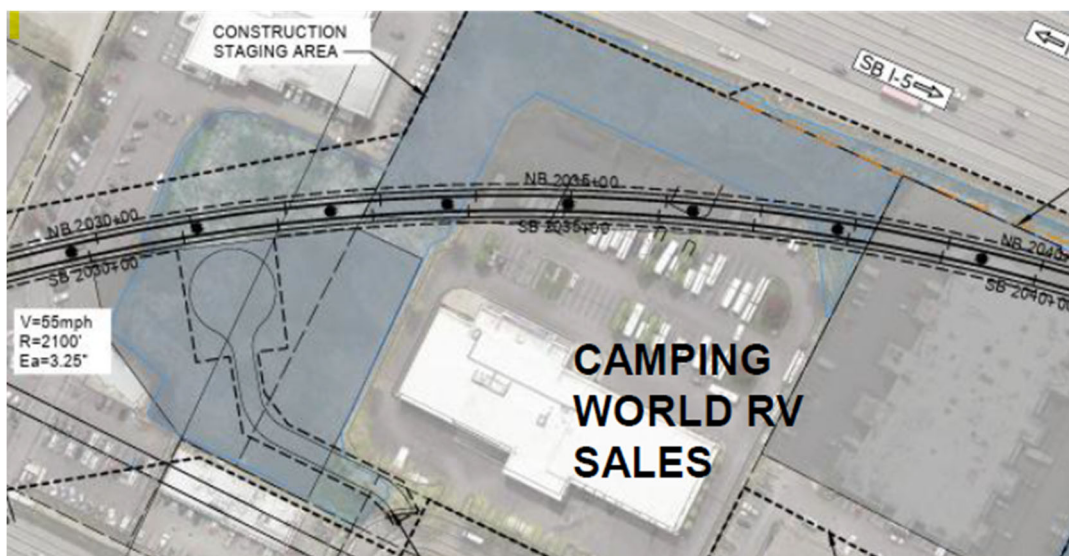
**From:** Kevin Kooyman <kevink@jshproperties.com>  
**Sent:** Tuesday, February 4, 2025 5:53 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Cc:** Ramachandra, Sagar <sagar.ramachandra@soundtransit.org>; Nelson, Artie <Artie.Nelson@soundtransit.org>; Kevin Kooyman <kevink@jshproperties.com>  
**Subject:** TDLE - Comments/Concerns - Fife Camping World (4650 16th Street E, Fife, WA)

Sound Transit Team,

We appreciate your team's time last week to run through the TDLE Alternatives Guide with myself and the O'Brien Auto Group.

Per the meeting, your team noted that we had to provide comments/concerns on, or before, 2/10/25. As such, please consider this email as our comments on behalf of the Fife Camping World property located at **4650 16<sup>th</sup> Street E, Fife, WA** (Parcel #0320121083). I've also submitted comments using the online "Comments" option to ensure Sound Transit has received our feedback.

My family has owned this property since 1990 when the property was originally developed and constructed for Camping World. We have serious concerns regarding the proposed "Fife I-5 Alternative" route and the detrimental impacts it will have on the property. Based on the provided documents, slide 23 (attached and below) shows the rail line going directly through our property. We have concerns with both, the initial construction work and the finished product, as this will likely force our tenant, Camping World, to terminate their lease and move out. Parking is critical to the functionality and operation of the property. As you are likely aware, Camping World provides services, maintenance, and sales of RV's/travel trailers and needs ample parking to efficiently operate. The columns for the proposed route will reduce our parking count and also significantly reduce the maneuverability within the parking lot. This will reduce the marketability/value of the property substantially.



Additionally, the property currently has excellent visibility from I-5, which is a massive marketing component for Camping World and all other businesses/dealerships that are directly off the freeway. Not only would the rail line block the visibility of the building from I-5, Camping World proudly waves a large American flag (as shown below) at all of their locations and the rail line location would completely block the flag. I assume the flag would not be permitted post construction as Sound Transit would likely have concerns about the flag waving in the wind and potentially touching the rail line. Similar to the parking issue noted above, the impact of I-5 visibility will reduce the marketability/value of the property substantially.



We'd like to ensure that Sound Transit takes our concerns/comments seriously and reevaluate the proposed plans. Sound Transit's commitment should not only focus on getting a rail line to the Tacoma Dome, but also ensure the businesses that have successfully operated in the City of Fife for decades are not forced to move/relocate.

Thank you for your time and please let me know if you have any questions. Thank you!

**Kevin Kooyman** | VP Property Management  
14900 Interurban Ave. So. Suite 130 | Seattle, WA 98168  
direct 425.457.7456 | cell 206-419-7814  
[kevink@jshproperties.com](mailto:kevink@jshproperties.com) | [www.jshproperties.com](http://www.jshproperties.com)  
 **JSH | PROPERTIES, INC.**

 Please consider the environment before printing this email



## **Online open house submittal**

**Feb 4, 2025 9:50:58 am**

Kevin Kooyman

My family has owned this property since 1990 when the property was originally developed and constructed for Camping World. We have serious concerns regarding the proposed "Fife I-5 Alternative" route and the detrimental impacts it will have on the property. Based on the provided documents, slide 23 of the "TDLE DEIS Briefing" shows the rail line going directly through our property. We have concerns with both, the initial construction work and the finished product, as this will likely force our tenant, Camping World, to terminate their lease and move out. Parking is critical to the functionality and operation of the property. As you are likely aware, Camping World provides services, maintenance, and sales of RV's/travel trailers and needs ample parking to efficiently operate. The columns for the proposed route will reduce our parking count and also significantly reduce the maneuverability within the parking lot. This will reduce the marketability/value of the property substantially. Additionally, the property currently has excellent visibility from I-5, which is a massive marketing component for Camping World and all other businesses/dealerships that are directly off the freeway. Not only would the rail line block the visibility of the building from I-5, Camping World proudly waves a large American flag (photo available if needed) at all of their locations and the rail line location would completely block the flag. I assume the flag would not be permitted post construction as Sound Transit would likely have concerns about the flag waving in the wind and potentially touching the rail line. Similar to the parking issue noted above, the impact of I-5 visibility will reduce the marketability/value of the property substantially. We'd like to ensure that Sound Transit takes our concerns/comments seriously and reevaluate the proposed plans. Sound Transit's commitment should not only focus on getting a rail line to the Tacoma Dome, but also ensure the businesses that have successfully operated in the City of Fife for decades are not forced to move/relocate. Kevin Kooyman (JSH Properties) [kevink@jshproperties.com](mailto:kevink@jshproperties.com)

**Online open house submittal**

**Jan 29, 2025 9:04:44 pm**

Kristin Olsen

Your study shows 9 businesses affected by the 25th st closures. There 9 restaurants, numerous offices tenants, 15 retail stores, art gallery, escape room and a temporary haunted house inside the freighthouse square building. Where are we all supposed to go?

William T. Lynn  
Direct: (253) 620-6416  
E-mail: blynn@gth-law.com

February 10, 2025

TDLE Draft Environmental Impact Statement Comments  
c/o Elma Borbe  
Sound Transit  
401 South Jackson Street  
Seattle WA 98104

RE: The Church of Jesus Christ of Latter-day Saints:

This letter is provided on behalf of The Church of Jesus Christ of Latter-day Saints (“Church”) as a comment on the Draft Environmental Impact Statement for the Tacoma Dome Link extension. The Church owns an 11+ acre property at 1245 So 364<sup>th</sup> Way in Federal Way. It appears from maps that the I-5 alternative passes very close to or partially within the Church property. We are writing to express concerns about that alternative.

### EIS COMMENTS

1. It is very difficult to offer specific comments on the impacts of the proposal because there are no specific project details as they relate to the Church property. It is unclear exactly where the route would impact the property, whether any of the Church property would be condemned, what trees would be removed, the elevation of the track and other specific information that would be necessary to fully understand the impacts of the alternative on the Church property. We contend there is insufficient information for a final Sound Transit decision on the project under applicable SEPA rules including the obligation to consider short- and long-term impacts, direct and indirect impacts and cumulative impacts so that decision-makers are fully informed. WAC 197-11-060. In light of that and the provisions of WAC 197-11-600, we believe this proposal must inevitably be the subject of more detailed review through a Supplemental EIS should the I-5 route remain under consideration beyond this initial alternative selection process. Such analysis would be essential to meeting the fundamental purposes of SEPA—to advise decision makers so they can make an informed environmental decision and select wisely among alternatives.

2. The Church intends to construct a religious temple on its property. Given the specific religious nature of the Church proposal, and the proposed temple’s centrality to the religious mission of the Church, the I-5 alternative would have special impact, unlike those on other

Reply to:

Tacoma Office

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Tacoma, WA 98402

(253) 620-6500  
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520 Pike St, Suite 1515  
Seattle, WA 98101

(206) 676-7500  
(206) 676-7575 (fax)

properties. The proposed Church temple will serve a large and growing number of Church members, and special care was given to the site's selection based on its forest of trees and appearance from I-5. Temple design is to emphasize reverential ambiance and serenity, with lighting and other features to elevate spiritual thoughts. The proposal would markedly affect the Temple's visual appearance, dominating the view from I-5, with a significant impact on the exercise of Church members' right to worship in the Temple. In light of that, we ask that Sound Transit consider the Religious Land Use and Institutionalized Persons Act, 42 USC Section 2000 cc(a), which prohibits actions that impose significant burdens on the exercise of religion.

3. From the limited information available, the I-5 alternative would have a significant impact on the Church property specifically as to noise, visual impacts, loss of vegetation and other unmitigated factors. The visual impact of the rail structure and the disturbance for the trains themselves would destroy the serenity of the site, creating a nuisance for those seeking a respite. As noted above, the property is to be used for religious purposes as a kind of sanctuary and contemplative center and having numerous trains each day rumbling by the site would significantly adversely affect that experience. There are unknown but potentially significant impacts on trees, parking, setbacks and other key site features.

4. More broadly, the I-5 alternative and the corresponding I-5 station do not meet various objectives of state-wide and local planning with respect to transit-oriented development. As noted, there is very little opportunity for such development around the I-5 station site, in stark contrast to other choices. That necessarily means that the opportunities for people to walk or bike to the transit station are much more limited than they would be with other alternatives. Locating the facility near I-5 may seem simple and expedient but it fails to achieve very important goals that the transit facility should facilitate.

To quote from the Washington Department of Commerce site on Transit Oriented Development:

*Transit-Oriented Development (TOD) is the way communities have historically developed around the world, with clusters of human development near key transportation routes like waterways and rail lines. Today, station areas plan for compact, walkable, and mixed-use development, assuming people within ½ mile will walk to access transit.*

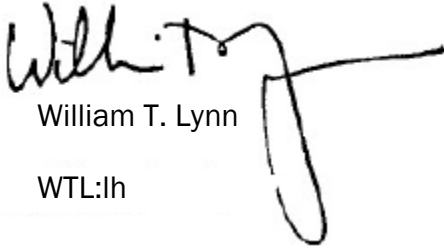
*Creating more density near transit will be critical as Washington plans to accommodate future population growth, while also addressing climate change. TOD is the practice of planning for greater development intensity near transit stops, such as mixed-use buildings with employment, commercial, multifamily residential, and public spaces. In this context, public transit means transit that accommodates commuting and use as a primary transportation option, such as light rail, heavy rail, or bus rapid transit.*

Gordon Thomas Honeywell<sup>LLP</sup>  
February 10, 2025  
Page 3

See also HB 1110, which made sweeping changes to encourage affordable housing, including such housing near major transit stops.

We appreciate the opportunity to comment on the alternatives and look forward to engaging further with Sound Transit. Suffice it to say, we believe there are far better environmental choices than the I-5 alternative.

Very truly yours,

A handwritten signature in black ink, appearing to read "W. T. Lynn", with a long horizontal stroke extending to the right and a large loop at the bottom.

William T. Lynn

WTL:lh



**Christian F. Torgrimson**

t: 404.665.1232

f: 404.869.6972

christiantorgrimson@parkerpoe.com

Atlanta, GA  
Charleston, SC  
Charlotte, NC  
Columbia, SC  
Greenville, SC  
Raleigh, NC  
Spartanburg, SC  
Washington, DC

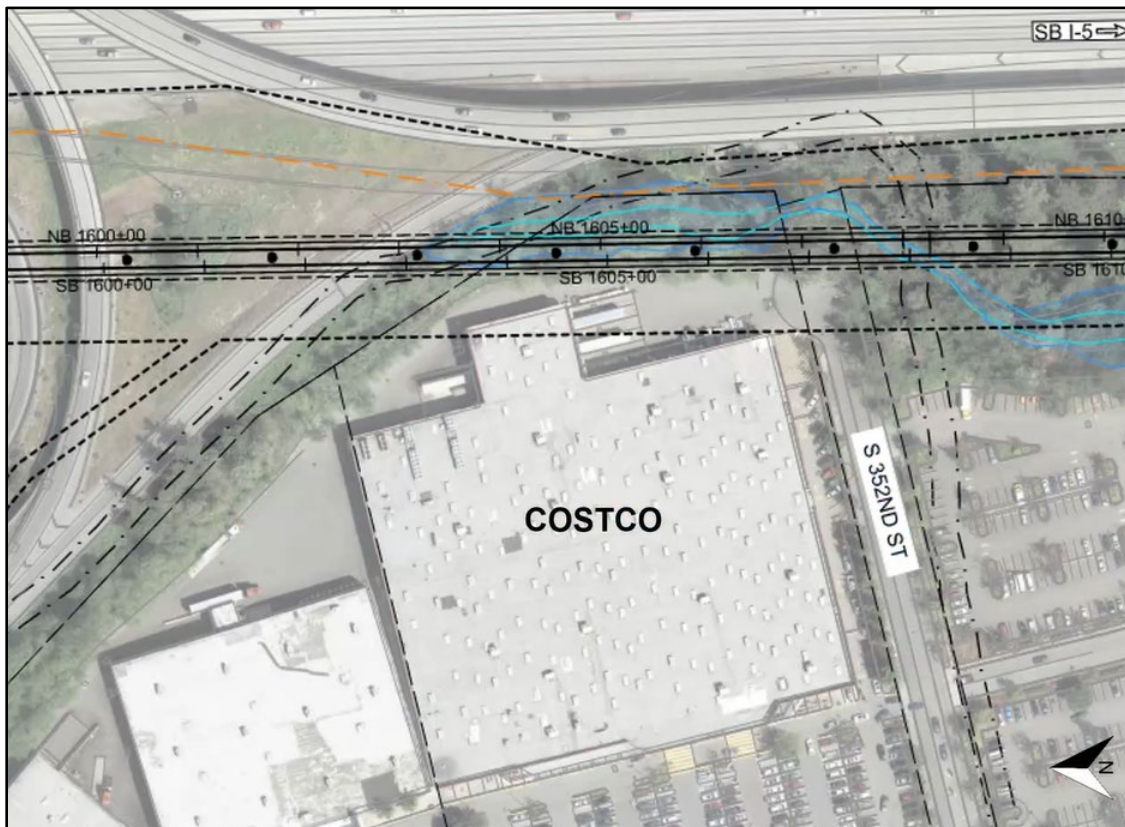
February 6, 2025

Via E-mail: [tdlinkdeis@soundtransit.org](mailto:tdlinkdeis@soundtransit.org)

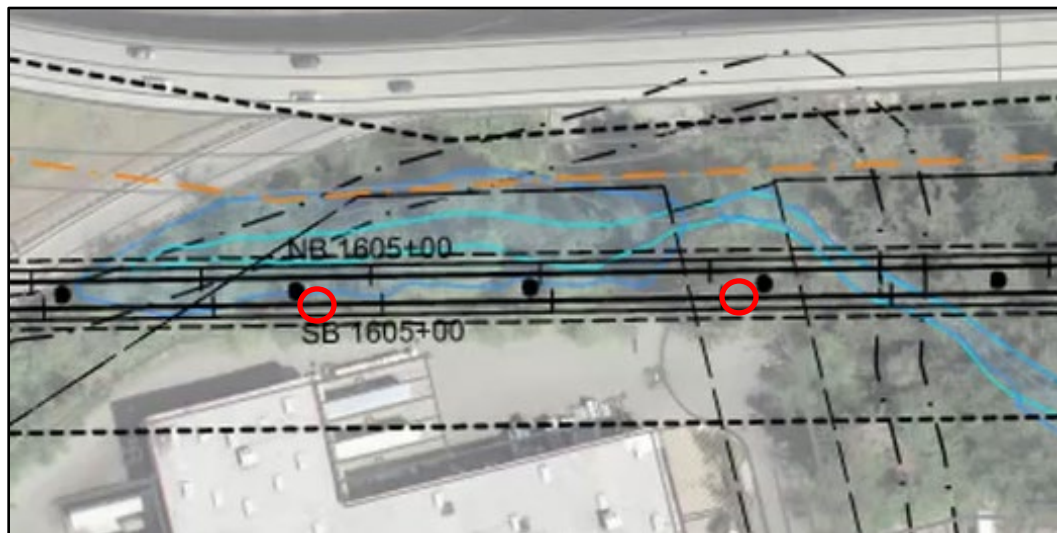
Re: **Comment Submission for Draft Environmental Impact Statement Alternatives for Tacoma Dome Link Extension Project (the "Project")**

To whom it may concern:

Our firm has the pleasure of representing Costco Wholesale Corporation ("Costco") regarding the proposed, above-referenced Project. Costco owns and operates the retail warehouse located at 35100 Enchanted Pkwy., Federal Way, Washington (the "Property"). We are providing the enclosed comments as to the proposed Project alternatives. While Costco generally agrees with the objectives of the proposed Project, the SF I-5 Alternative outlined in the Draft EIS appears to have several impacts on the Costco Property that are not reflected in the 10% plans that we want to bring to your attention. The referenced plans are shown below:



- a. Retaining Wall/Stream Impact: Currently, the SF I-5 Alternative shows the raised line cutting across the eastern Property boundary shown below, immediately over a stream and the current retaining wall supporting the Property, and importantly, the immediately adjacent loading bay. Due to the weight and frequency of deliveries to the Property in this area, any impact to the retaining wall or improved eastern portion of the Property would have severe effects on the Property and business operations.
- b. Fire Lane and Safety: Currently, the eastern curbing within the proposed impact area of the SF I-5 Alternative is designated as a fire lane. This is a one-way lane and is already at its minimum width. Costco is concerned that impacting this area would not leave sufficient room for a temporary fire lane during construction. Furthermore, there are two fire hydrants along this curb, which would conflict with the actual improvements proposed. The general location of the hydrants is circled in red below:



- c. S. 352<sup>nd</sup> St. Impacts: All alternatives, but especially the SF I-5 Alternative, have some sort of traffic impact on S. 352<sup>nd</sup> St. This street ends in a cul-de-sac, and is used as the primary access point for Costco's delivery trucks to access and turn around for the loading bays. Costco anticipates that any interferences with access and the cul-de-sac on S. 352<sup>nd</sup> St. would have severe effects on the Property and business operations.

Costco looks forward to working with you to ensure selection of the least impactful design possible for the benefit of both Costco's members and the traveling public.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Christian F. Torgimson'. The signature is fluid and cursive, with a long horizontal stroke at the end.

Christian F. Torgimson





**DBM Contractors, Inc.**  
**Donald B. Murphy Contractors, Inc.**

Corporate Office:  
1220 S. 356th St., Federal Way, WA 98003  
253.838.1402 Voice • 253.874.6574 Fax

Oregon / SW Washington Office  
53026 NW Thornton Dr., Ste. 2, Scappoose, OR 97056  
503.256.9662 Voice

February 10, 2025

**Via Mail and Email**

TDLE Draft Environmental Impact Statement Comments

c/o Elma Borbe

Sound Transit

401 S. Jackson St.

Seattle, WA 98104

[tdlinkdeis@soundtransit.org](mailto:tdlinkdeis@soundtransit.org)

Re: Public Comment – TDLE Draft Environmental Impact Statement

To Whom It May Concern:

Please accept this correspondence on behalf of DBM Contractor's Inc. (DBM). DBM's comments to the TDLE Draft Environmental Impact Statement (Draft EIS) follow below. Though some of the comments below relate to the Draft EIS globally, the primary focus of the comments below pertain to the South Federal Way segment.

**The Draft EIS Is Inaccurate and Incomplete**

One of the presumed purposes of the Draft EIS is to allow the public to analyze the proposed routes, comment on concerns and where a preferred alternative is not identified to select one. When a multi-billion dollar decision is being made, one would expect a thorough assessment with reliable and specific sources be provided. Unfortunately, the Draft EIS fails to fully address certain elements critical to local communities and the public at large.

Looking at the issue of construction cost, the Draft EIS immediately notes that the numbers they provide are not intended to serve as a method for establishing the project budget.<sup>1</sup> Instead, the estimated costs in the Draft EIS are based on the current level of design, which is currently at approximately 10%.<sup>2</sup> Notwithstanding, Sound Transit will select route options despite not knowing the actual cost or project budget – an issue that impacts all Washington taxpayers regardless of their place of domicile. After selecting route options, a “baseline” project budget is not established until the design reaches 60%.<sup>3</sup> This will be the “baseline” – not the actual budget.

Moreover, Sound Transit admits there are additional unknowns: the project scope, engineering data, mitigation requirements, schedule and project delivery methods.<sup>4</sup> All of these factors influence

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<sup>1</sup> TDLE Draft EIS 2024 at ES-43.

<sup>2</sup> Id.

<sup>3</sup> Id.

<sup>4</sup> TDLE Draft EIS 2024 at ES-44.

**[www.dbmcontractors.com](http://www.dbmcontractors.com)**

**General, Civil and Specialty Geotechnical Construction**

Alaska: 11875; Arizona: ROC187641; California: 462599; Colorado; Hawaii: CT-14938; Idaho: 11346-AAA-1-2;  
Montana: 45788; Nevada: 56788; Oregon: 64695; Utah: 4996804-5501; Washington: DONALI\*331RQ; Wyoming



construction costs. But there is more. The Draft EIS notes that their methodology for estimating pricing will need to include cost increases related to estimating methodology, market conditions, design development, and scoping changes.<sup>5</sup> Cost increases are also expected due to cost of materials, equipment and labor.<sup>6</sup> Market condition adjustments are independent of and in addition to escalation concerns.<sup>7</sup>

Most, if not all, of the currently constructed light rail lines run alongside State freeways. This is sensible as rights-of-way already exist and there are fewer total impacts when constructing along freeways as opposed to inter-urban areas. With respect to the South Federal Way segment, a 99 East and West alternative is being considered. As a contractor in the region, DBM can confidently state that constructing an elevated rail along 99 will increase the cost of construction by a number of orders of magnitude (not to mention a multitude of safety concerns which the Draft EIS fails to address). DBM has reviewed the 99 Alternatives and believes a realistic analysis would show the 99 Alternatives will be in excess of \$500 million more expensive at the time of construction than the I-5 route. In short, Sound Transit does not know the cost of constructing the specific lines in question, has not attempted to do so, and is making decisions on preferred routes when the most basic and relevant information (cost) has yet to be determined. Asking the public to comment before completing such a fundamental task is fiscally irresponsible and a disservice to Washington citizens. Moreover, in a Federal funding environment of fiscal responsibility and efficiency a cavalier approach to cost could be fatal to federal participation.

The Draft EIS attempts to summarize business and employee displacements that will result due to construction of certain routes.<sup>8</sup> The Draft EIS fails to include any discussion or analysis as to the effect of displacing local businesses and employees upon their families and local communities (lost jobs, lost income, loss of tax base, etc.). The estimated business and employee displacements provided by the Draft EIS appear to be made up of whole-cloth. With respect to the numbers provided, the Draft EIS cites the King County Department of Assessments, Pierce County Assessor and the U.S. Department of Energy.<sup>9</sup> None of these sources contain actual employee data relevant to the determination of potential displacements.

The Draft EIS reports the number of employee displacements are rounded to the closest 10 and based upon general employee-to-square-foot building ratios.<sup>10</sup> The Draft EIS fails to specifically look at any of the actual businesses that will be displaced and the number of employees working at those businesses. There is no specific data provided in the Draft EIS at all with respect to employee displacement. This failure to conduct due diligence was made apparent to DBM when it met recently with members of Sound Transit. Sound Transit was unaware that DBM itself employed more than half of the estimated employee displacements projected and further leased office space to 13 additional businesses located and operating out of the DBM property. The number of employees represented by the businesses operating out of the DBM property is unaccounted for in the Draft EIS and further exemplifies the incomplete and inaccurate data presented by Sound Transit.

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<sup>5</sup> Id.

<sup>6</sup> Id.

<sup>7</sup> Id.

<sup>8</sup> TDLE Draft EIS 2024 at 4.3-5 and Table 4.3-1.

<sup>9</sup> Id.

<sup>10</sup> Id.



In light of the fact that there are an additional 24 businesses potentially displaced, the effect of route alignment appears greatly understated at least with respect to the South Federal Way segment. This leaves these additional 24 businesses and their employees in the ethereal world of “you do not matter.” In light of the incomplete and inaccurate business and employee displacement data, the economic impact to local communities is not considered and appears to be intentionally ignored. Asking the public to comment without such critical information is irresponsible; Sound Transit selecting preferred routes without such information is laughable.

As demonstrated above, the Draft EIS lacks transparency. This is particularly noticeable with respect to the South Federal Way segment. It appears the 99 East and West Alternatives were recently introduced due to a cultural concern that may be involved in the I-5 route. However, all written text involving that concern has been redacted. All photos involving that concern have been redacted. All maps within the Draft EIS do not depict that concern yet depict all other impacts/concerns. It is impossible to determine the nature of the concern, where it is located, or anything at all based on how the Draft EIS is currently presented. How can the public comment on what it does not know? These redactions give rise to the opportunity for legal challenges to the Draft EIS. Spending upwards of an additional half a billion dollars relying on redacted and incomplete information screams for injunctive relief and project delays.

Further and specific to the South Federal Way Segment, and the 99 Alternatives in particular, the cost, terms and conditions of leasing tribal land is alarmingly absent. The ongoing risk with an indeterminate cost for a time-limited use demands avoidance of this scenario altogether. The public has the right to know they will be building a billion dollar facility while granting a third-party landowner the right to charge anything they want when the lease renews. This is but another example of the incomplete and inaccurate nature of the Draft EIS. Accurate and complete data drives informed decisions. Bad data spawns misplaced trust in unwise decisions.

### **The I-5 Route is Clearly the Best Option for the South Federal Way Segment**

If one were to objectively look at the proposed options for the South Federal Way Segment, one option is clearly superior to the others. That option is the I-5 route. Even though a more realistic analysis would show the I-5 route is likely \$500 million less than the 99 Alternatives, the estimated numbers in the Draft EIS will be used for sake of argument. The I-5 route is upwards of \$60 million less expensive than the 99 West Alternative and \$180 million less expensive than the 99 East Alternative.<sup>11</sup> This “savings” of public tax dollars assumes everything goes according to plan ... and is in 2024 dollars. If past is prologue, that will not be the case – requiring potentially additional public tax dollars upwards of several hundred million dollars if a route other than I-5 is chosen. The intentionally low estimates are alarming in their own right; they are shocking when a legitimate multiplier of 2.7 is applied. Why take that risk?

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<sup>11</sup> TDLE Draft EIS 2024 at ES-44.



The I-5 route is clearly more preferable than other alternatives when it comes to residential displacements, business displacements, historic & cultural resource impacts, ecosystems impacts, transportation impacts and costs.<sup>12</sup> Examples include the following:

- The I-5 route has three residential displacements compared to, for example, the 17 involving the 99 West Alternative.<sup>13</sup>
- The I-5 route only displaces 7 businesses compared to the 23-25 businesses that would be affected by the 99 Alternatives.<sup>14</sup> The economic impact to Cities, businesses and families affected cannot be understated.
  - As the Draft EIS notes: “Businesses on commercial, industrial, and institutional properties generate local tax revenues; provide employment opportunities; and contribute to the local economy.”<sup>15</sup>
  - If displaced businesses relocate outside of a city, business and occupation taxes and retail sales taxes will experience a reduction in revenue for that area.<sup>16</sup>
  - The reduction of developable properties also decrease property tax revenues by lowering the potential for new construction on acquired properties.<sup>17</sup>
  - The Draft EIS states: “Construction spending (excluding land and equipment) tends to have a high multiplier as many of the labor and capital inputs are supplied locally. This analysis generalized output multipliers to describe the potential economic impact. Based on the multipliers in the 2021 update of the Washington State Input-Output model, every \$1 million spent on construction activity supports an additional \$574,000 in economic output.”<sup>18</sup>
    - Notably, the Draft EIS fails to comment with specificity on the loss of such businesses to a particular City or Community, if those businesses are displaced due to the light rail project.
    - Federal Way, for example, has one such local construction business. Since 1990, it has completed over \$1 Billion in construction projects. Based on the Draft EIS calculations, that is an economic impact in the area of \$1.57 Billion – notably the same as the comparative cost Sound Transit has projected for the SF I-5 route in its entirety. Moreover, said amount translates to approximately \$4.8 million paid in local business and occupation taxes alone.
    - Referring to the Federal Way business above, said business has paid more than \$240 million in wages since 2000 – wages that are spent locally.

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<sup>12</sup> Tacoma Dome Link Extension – Alternatives Guide, November 2024.

<sup>13</sup> TDLE Draft EIS 2024 at ES-19.

<sup>14</sup> Id.

<sup>15</sup> TDLE Draft EIS 2024 at p. 4.3-7.

<sup>16</sup> TDLE Draft EIS 2024 at p. 4.3-4 and p. 4.3-8.

<sup>17</sup> TDLE Draft EIS 2024 at p. 4.3-8.

<sup>18</sup> TDLE Draft EIS 2024 at p. 4.3-11.



- The I-5 route is estimated to displace 40 employees.<sup>19</sup> The 99 Alternatives are upwards of six to eight times that number.<sup>20</sup> The 99 Alternatives displace more employees and therefore adversely affect more families compared to the I-5 route.<sup>21</sup>
  - Further, the estimated number of employee displacements appears quite low. It is known that one employer in Federal Way accounts for 100-150 employees. To estimate the displacement of only 100-150 additional employees for 24 additionally displaced businesses understates the actual impact to communities and families involved.
  - The estimated number of business displacements is also understated. It is known that Sound Transit failed to account for at least 14 additional businesses located on one parcel in Federal Way.
- Visual impacts are much more severe under the 99 Alternatives than compared to the I-5 route.<sup>22</sup>
  - With respect to visual impacts, the 99 Alternatives include several more residential areas, a cemetery and a school – the I-5 route does not.<sup>23</sup>
- The 99 Alternatives have three times more noise and vibration impacts than the I-5 route.<sup>24</sup>
- The 99 Alternatives have more permanently impacted wetlands and wetland buffers (nearly double) than the I-5 route.<sup>25</sup>
- Impact to vegetation during construction and long-term is greater if the 99 Alternatives are chosen over the I-5 route.<sup>26</sup>
- The I-5 route does not affect any historic properties, whereas the 99 Alternatives do affect up to four historic properties.<sup>27</sup>
- The I-5 route does not contain geologic hazards that are found in the 99 Alternatives, such as landslides and hydric soils.<sup>28</sup>
- The I-5 route has significantly fewer high-risk hazardous material sites compared to the 99 Alternatives.<sup>29</sup>
- The I-5 route has significantly fewer low and medium-risk hazardous material sites compared to the 99 Alternatives.<sup>30</sup>

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<sup>19</sup> TDLE Draft EIS 2024 at ES-19.

<sup>20</sup> Id.

<sup>21</sup> TDLE Draft EIS 2024, Table 4.3-1.

<sup>22</sup> TDLE Draft EIS 2024 at ES-20.

<sup>23</sup> Id.

<sup>24</sup> Id.

<sup>25</sup> Id.

<sup>26</sup> TDLE Draft EIS 2024 at ES-21.

<sup>27</sup> Id.

<sup>28</sup> TDLE Draft EIS 2024, Table H6-1 at p. H6-1.

<sup>29</sup> TDLE Draft EIS 2024, Table H7-1 at p. H7-27.

<sup>30</sup> TDLE Draft EIS 2024, Table H7-2 at pp. H7-28 through H7-30.



- With respect to eligible National Register of Historic Places, none of the NRHP resources would be affected by the I-5 route.<sup>31</sup> All of them (a restaurant, school, multiple residences, a stable, cemetery and hotel) would be affected by the 99 Alternatives.<sup>32</sup>
- The 99 Alternatives have significantly more major utility conflicts than the I-5 route, including power line crossing and relocations; sanitary sewer lines; and telecom systems.<sup>33</sup> This would result in the need for underground conversions, extending miles and resulting in potential service interruptions for property owners.<sup>34</sup>
- The 99 Alternatives require acquisition of taxable real property resulting in nearly \$32 million dollar loss to local jurisdictions – nearly 4 ½ times more than the I-5 route.<sup>35</sup>
- The number of Section 4(f) resources, which include publicly owned parks and recreation areas; publicly owned wildlife and waterfowl refuges; and historic sites of significance, are impacted two to four times as much under then 99 Alternatives when compared to the I-5 route.<sup>36</sup>

Section 4(f) protects publicly owned parks, recreation areas, wildlife refuge and historic/archaeological resources.<sup>37</sup> Pursuant to Section 4(f), the FTA cannot approve a transportation project that will use a Section 4(f) resource unless there are no feasible and prudent avoidance alternatives to the use of a 4(f) resource and the proposed action includes all possible planning to minimize harm to the affected resource.

With respect to Section 4(f) resources, the I-5 route may involve one such resource.<sup>38</sup> However, that resource is not described or identified anywhere in the Draft EIS 2024 report. To the extent said resource involves the St. George Cemetery; such concerns are addressed further below. In contrast, the 99 Alternatives involve several 4(f) resources, with the 99 East Route having a greater impact on such resources in comparison to the 99 West Route.<sup>39</sup> The Draft EIS 2024 report also indicates, with respect to the 99 Alternatives, that additional Section 4(f) resources would have suffer a “de minimis” impact but no information is provided as to how such a determination was made or what is considered de minimis.<sup>40</sup> In sum, selection of either 99 Alternative would run afoul of Section 4(f) requirements as another alternative exists that avoids impact to these resources – the I-5 route.

It is further noted that the 99 Alternatives involve a more densely impacted area, with respect to transportation, residential, business and cultural concerns. Having an elevated train running through these areas when the I-5 route would run along the already existing public right of way, favors selection of the I-5 route. Where the 99 Alternatives run parallel to or within the median of SR 99, lane closures are

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<sup>31</sup> DTLE Draft EIS 2024 at J5-260.

<sup>32</sup> Id.

<sup>33</sup> TDLE Draft EIS 2024 at p. 4.15-5, Table 4.15-2; Table H8-2.

<sup>34</sup> TDLE Draft EIS 2024 at pp. H8-12 through H8-13.

<sup>35</sup> TDLE Draft EIS 2024 at p. 4.3-9, Table 4.3-2.

<sup>36</sup> TDLE Draft EIS 2024 at ES-21.

<sup>37</sup> 23 CFR Part 774, codified in 49 U.S.C. § 303.

<sup>38</sup> TDLE Draft EIS 2024, Table 4.18-2.

<sup>39</sup> Id.

<sup>40</sup> Id.



expected for 1-2 ½ years.<sup>41</sup> The I-5 route does not have similar traffic closures/disruptions. Moreover, construction in the SR 99 corridor would likely add 25-30% to the estimated construction costs versus open field construction of the I-5 route. As mentioned above, the I-5 route runs along the already existing public right of way. Whereas the 99 Alternatives would require the need of negotiated construction easements and negotiated long-term renewable leases.<sup>42</sup> The Draft EIS provides no information concerning the terms or tenure of such leases. Notwithstanding, it seems irresponsible to construct a nearly \$2 billion project where future operation is dependent upon negotiating renewable easements.

Based on the above, it is clear that the I-5 route should be the preferred choice over the 99 Alternatives whether the motivation is cost, environmental impacts, transportation impacts, residential displacements, business displacements and/or preservation of historical resources. The 99 Alternatives have far greater impacts across the board when compared to the I-5 route. If Sound Transit were to apply the same rationale it used in designating the Preferred FW Enchanted Parkway Route over the FW Enchanted Parkway Alternative with FW Design Option, Sound Transit would select the I-5 route as the preferred route over the 99 Alternatives.<sup>43</sup> All relevant factors and considerations support the conclusion that the I-5 route is the objectively logical route that should be selected.

### **Tribal Concerns – St. George’s Cemetery**

With respect to the St. George’s cemetery, estimates are that approximately 250 person were buried there, including Native Americans , nuns and pioneers.<sup>44</sup> The location and the identity of most of those interred is sketchy at best.<sup>45</sup> Most of the graves were moved to a Tacoma Cemetery many years ago, while vandals have damaged those that remain.<sup>46</sup> “The original St. George’s Cemetery area was unfortunately not cleaned up from the earlier vandalism and is not currently being maintained by either the Gethsemane Cemetery staff or the Puyallup Indian Nation. Access is almost impossible as the area in [sic] overgrown in spring and summer and very muddy in fall and winter.”<sup>47</sup>

In 2017, a cultural resource assessment was prepared to address the Long-Range Master Plan developments of the Gethsemane cemetery, which abuts the St. George cemetery.<sup>48</sup> In essence, the Plan was to guide construction to expand the Gethsemane Cemetery over the next 50 years. Such expansion included burials, driveways, shrines, a mausoleum and landscaping.<sup>49</sup> The cultural assessment was tasked,

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<sup>41</sup> TDLE Draft EIS 2024 at ES-17.

<sup>42</sup> TDLE Draft EIS 2024 at 4.1-10; Table 4.1-3.

<sup>43</sup> TDLE Draft EIS 2024 at ES-13 and Table ES-2. (Preferred alternative has fewer residential displacements; less visual impacts; less noise impacts; less vegetation, wetland buffer and stream impacts.)

<sup>44</sup> Father Peter Hylebos, St. George’s Indian School and Cemetery, Dick Caster, p. 22, July 9, 2009.

<sup>45</sup> Id.

<sup>46</sup> Id.

<sup>47</sup> Caster, p. 23.

<sup>48</sup> Cultural Resources Assessment for the Gethsemane Cemetery Phased Long-Range Master Plan Federal Way, King County, Washington, SWCA Environmental Consultants, January 31, 2017.

<sup>49</sup> Id. at p. 1.



among other things, to comment upon the potential discovery of significant archaeological resources or human remains.<sup>50</sup> The cultural assessment concluded: “Based on the land-use history and documented demolition and removal of the St. George’s Indian School buildings, significant archeological resources were not expected to be encountered in primary context within most of the project area.”<sup>51</sup> It is understood that the plan was ultimately approved and permitted.

Meanwhile, the Sound Transit Light Rail Expansion Project began to take shape. With respect to the Federal Way to Tacoma connection, an I-5 route and alternative SR 99 routes were shared with the Puyallup Tribe (Tribe). In May of 2019, the Tribe stated that the SR 99 alignment would pose a multitude of property impacts to tribal members.<sup>52</sup> Instead, the Tribe preferred the I-5 alignment because there were fewer impacts to tribal property along I-5.<sup>53</sup> While *potential* cultural resource impacts exist near the St. George property, the impacts can be properly addressed (minimized or avoided).<sup>54</sup>

For purposes of the 2024 TDLE Draft EIS, the area of potential effects (APE) was widened at three areas, two of which were Gethsemane and St. George’s cemeteries.<sup>55</sup> The study area used for the literature review was a 1-mile radius greater than the expanded APE.<sup>56</sup> The effect of such expansion was to include the cemeteries in their entirety.<sup>57</sup> The expansion of the APE to include the cemeteries was at the request of the Puyallup Tribe, though comments presumably as to why were redacted.<sup>58</sup> The Draft EIS concludes that the potential to encounter unrecorded archaeological resources is generally low.<sup>59</sup> The “low” probability is likely premised on the fact, as stated by the Draft EIS, that “[t]he cemeteries are located outside of the proposed area of ground disturbance or impact from the project.”<sup>60</sup> This fact is buttressed by review of land parcel numbers and the proposed I-5 route. The St. George’s cemetery is located within King County parcel 3221049134. Figures H1-11 and Figures H1-18 of the 2024 Draft EIS clearly demonstrate that the I-5 route does not impose upon and remains outside of the parcel number(s) containing the Gethsemane and St. George’s cemeteries.<sup>61</sup>

With respect to the I-5 route, two culturally sensitive areas were noted (45KI867) and (45KI1586).<sup>62</sup> All information pertaining to these references have been redacted, effectively precluding public analysis and/or comment. Moreover, the location of these two areas are not identified in any of the maps contained

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<sup>50</sup> Id.

<sup>51</sup> Id. at p. 55

<sup>52</sup> May 2019 Scoping Summary Report, P. 13

<sup>53</sup> Id.

<sup>54</sup> Id.

<sup>55</sup> TDLE Draft EIS 2024 at 4.16-2.

<sup>56</sup> Id.

<sup>57</sup> TDLE Draft EIS 2024 at J5-17.

<sup>58</sup> TDLE Draft EIS 2024 at J5-86.

<sup>59</sup> TDLE Draft EIS 2024 at p. 4.16-15.

<sup>60</sup> TDLE Draft EIS 2024 at J5-86.

<sup>61</sup> TDLE Draft EIS 2024, Figure H1-11 and Figure H1-18.

<sup>62</sup> TDLE Draft EIS 2024 at 4.16-15.





within the 2024 Draft EIS. Accordingly, it is impossible to locate, interpret or comment on these two locations. All that is known is one area (45KI1586) appears to involve an eligible NRHP<sup>63</sup>; while the other (45KI867) relates to the St. George's cemetery<sup>64</sup>, which as noted above, is located outside of the proposed area of ground disturbance or impact from the project.<sup>65</sup> Further, it is worth mentioning that a cemetery access road at St. George Cemetery was constructed in 2021 and no mention is made of impacts or concerns arising from that project.<sup>66</sup>

A letter from the Tribe, dated February 6, 2023, conveys the Tribe's concern with respect to the St. George cemetery. The Tribe states that "potential" impacts to cultural resources are too high and unavoidable.<sup>67</sup> The cultural concern is not identified; the potential for impact is not addressed; and the Tribe does not reconcile how the "potential" impact is unavoidable in light of its prior comments in 2019.<sup>68</sup> Compared to the Tribe's February 2023 comments involving other areas of the project (Puyallup River Crossing and the Fife Station Location), which do raise specific concerns; the Tribe's comments concerning the South Federal Way Alignment are conclusory and speculative.<sup>69</sup> Perhaps this is because the parcel records, proposed route and the 2024 Draft EIS all demonstrate that the St. George's cemetery is outside the project's zone of impact, which would be consistent with the Tribe's initial position as expressed in 2019.<sup>70</sup> Based on the information presented, one can only conclude that the I-5 route does not impact the St. George cemetery.

#### **With Respect to the 99 Alternatives – 99 East is Clearly The Least Desirable Option**

The 99 East Alternative, when compared to the 99 West Alternative, should not be chosen because:

- The 99 East Alternative is more expensive – upwards of \$117 million more – in today's dollars and assuming the project schedule experiences no delays.<sup>71</sup>
- The 99 East Alternative impacts more significant existing businesses.
  - The 99 East Alternative has a specific impact of tax-based revenues upon the City of Federal Way as explained next.
  - As the Draft EIS notes: "Businesses on commercial, industrial, and institutional properties generate local tax revenues; provide employment opportunities; and contribute to the local economy."<sup>72</sup>

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<sup>63</sup> Id.

<sup>64</sup> Id.

<sup>65</sup> TDLE Draft EIS 2024 at J5-86.

<sup>66</sup> TDLE Draft EIS 2024, Figure G-2 and Table G-1 at page G-8.

<sup>67</sup> Puyallup Tribe of Indians, correspondence dated 2/6/2023.

<sup>68</sup> Id.; May 2019 Scoping Summary Report, P. 13

<sup>69</sup> Puyallup Tribe of Indians, correspondence dated 2/6/2023.

<sup>70</sup> TDLE Draft EIS 2024 at J5-86; TDLE Draft EIS 2024, Figure H1-11 and Figure H1-18; May 2019 Scoping Summary Report, P. 13.

<sup>71</sup> TDLE Draft EIS 2024 at ES-16.

<sup>72</sup> TDLE Draft EIS 2024 at p. 4.3-7.





- If displaced businesses relocate outside of a city, business and occupation taxes and retail sales taxes will experience a reduction in revenue for that area.<sup>73</sup>
- The reduction of developable properties also decrease property tax revenues by lowering the potential for new construction on acquired properties.<sup>74</sup>
- The Draft EIS states: “Construction spending (excluding land and equipment) tends to have a high multiplier as many of the labor and capital inputs are supplied locally. This analysis generalized output multipliers to describe the potential economic impact. Based on the multipliers in the 2021 update of the Washington State Input-Output model, every \$1 million spent on construction activity supports an additional \$574,000 in economic output.”<sup>75</sup>
  - Notably, the Draft EIS fails to comment on the loss of such businesses to a particular City or Community, if those businesses are displaced due to the light rail project.
  - Federal Way, for example, has one such local construction business. Since 1990, it has completed over \$1 Billion in construction projects. Based on the Draft EIS calculations, that is an economic impact in the area of \$1.57 Billion – notably the same as the comparative cost Sound Transit has projected for the SF I-5 route in its entirety. Moreover, said amount translates to approximately \$4.8 million paid in local business and occupation taxes alone.
  - Referring to the Federal Way business above, said business has paid more than \$240 million in wages since 2000 – wages that are spent locally.
  - Sound Transit admits that businesses such as the one noted above are difficult to relocate and will likely need to look outside the market area (defined as Federal Way, Milton, Fife and Tacoma) for a suitable relocation site.<sup>76</sup>
- The 99 East Alternative will displace more employees and therefore adversely affect more families.<sup>77</sup>
  - Further, the estimated number of employee displacements appears quite low. It is known that one employer in Federal Way accounts for 100-150 employees. To estimate the displacement of only 150 additional employees for 24 additionally displaced businesses understates the actual impact to communities and families involved.
- Selection of the 99 East Alternative would run contrary to the City of Federal Way’s goal of retaining businesses, jobs and investment as explained above.<sup>78</sup>
- The 99 East Alternative requires the need to obtain more acreage and rights-of-way than the 99 West Alternative.<sup>79</sup>

<sup>73</sup> TDLE Draft EIS 2024 at p. 4.3-4 and p. 4.3-8.

<sup>74</sup> TDLE Draft EIS 2024 at p. 4.3-8.

<sup>75</sup> TDLE Draft EIS 2024 at p. 4.3-11.

<sup>76</sup> TDLE Draft EIS 2024 at p. H1-111.

<sup>77</sup> TDLE Draft EIS 2024, Table 4.3-1.

<sup>78</sup> TDLE Draft EIS 2024, Table H2-4 at p. H2-16.

<sup>79</sup> TDLE Draft EIS 2024, Table H1-7 and Table H1-8.



- The 99 East Alternative impacts a greater amount of wetlands and streams.<sup>80</sup> Selection of the 99 East Alternative would be contrary to the City of Federal Way's stated goals and policies to protect the natural environment, particularly where alternatives exist (I-5 and 99 West) that would lessen such impacts.<sup>81</sup>
- The 99 East Alternative has greater transportation impacts.<sup>82</sup>
- The 99 East Alternative would have greater noise impacts.<sup>83</sup>
- The 99 East Alternative has less access for pedestrians and bicyclists, resulting in greater safety concerns.
- The 99 East Alternative has significantly more major utility conflicts, including power line crossing and relocations; sanitary sewer lines; and telecom systems.<sup>84</sup>

In sum, the 99 East Alternative has greater impacts and significantly more long-term economic impacts to both the Washington taxpayers and the specific Cities, businesses, employees and families that would be affected should the 99 East Alternative be chosen over the 99 West Alternative. Though the 99 West Alternative impacts are less than the 99 East Alternative, the impacts and economic consequences are still significant. All of that could be avoided if the I-5 route was chosen as the preferred route with respect to the South Federal Way Segment.

### **Station Location – 99 Alternatives**

The location of the South Federal Way station is a critical part of the design. The choice of location between the Enchanted Parkway and the 352<sup>nd</sup> locations have significantly different impacts both in traffic and economics. The EIS is silent on these impacts and requires further study.

It should be noted that the intersection of 356<sup>th</sup> and Enchanted Parkway is slated for a tight radius Traffic Circle making the 352<sup>nd</sup> location problematic for bus transit. Moreover, The Enchanted Parkway station has more access to existing transit, more existing sidewalks and more bicycle infrastructure when compared to the 352<sup>nd</sup> location.<sup>85</sup> As a result, the 352<sup>nd</sup> station location would require additional cost and construction to improve accessibility.<sup>86</sup> Notwithstanding the concerns noted herein, DBM's position is that it prefers the SF 99 Enchanted station location.

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<sup>80</sup> TDLE Draft EIS 2024 at ES-16.

<sup>81</sup> TDLE Draft EIS 2024, Table H2-4 at p. H2-16 and H2-17.

<sup>82</sup> TDLE Draft EIS 2024 at ES-16.

<sup>83</sup> TDLE Draft EIS 2024 at ES-17.

<sup>84</sup> TDLE Draft EIS 2024 at p. 4.15-5, Table 4.15-2, Table H8-2.

<sup>85</sup> TDLE Station Area Planning Report December 2024 at pp.12-13.

<sup>86</sup> Id.



## Summary

Multi-billion dollar decisions should be thoroughly vetted before public comment is requested and action is taken. Fundamental factors such as cost, business/employee/residential displacements, and adverse effects to local communities should be disclosed with particularity and specificity so that informed comments and decisions can be made. The Draft EIS falls short and should be reissued after further study in order to fully address the fundamental concerns noted above. Doing so would better serve the public and likely allow Sound Transit to make a more cost-effective and well-reasoned determination.

Should Sound Transit elect to proceed nonetheless, with respect to the South Federal Way segment it is clear that the I-5 route should be the preferred choice over the 99 Alternatives. The I-5 route is the superior route whether the concern is cost, environmental impacts, transportation impacts, residential displacements, business displacements and/or preservation of historical resources. The only argument against the I-5 route appears to be an unknown, redacted cultural concern likely associated with St. George's cemetery. However, the Draft EIS clearly states that St. George's cemetery is located outside of the proposed area of ground disturbance or impact from the project. No evidence to the contrary has been presented through the Draft EIS. DBM prefers the I-5 route.

Should Sound Transit elect to forego the I-5 route and spend hundreds of millions of dollars with the upside of additional adverse impacts by selecting one of the 99 Alternatives, then DBM prefers the 99 West Alternative with the SF 99 Enchanted station location. In sum, the 99 East Alternative has greater impacts and significantly more long-term economic impacts to both the Washington taxpayers and the specific Cities, businesses, employees and families that would be affected should the 99 East Alternative be chosen over the 99 West Alternative.

This said, DBM is fighting for its employees and the continuity of our business. We do not intend to go placidly into the good night while Sound Transit threatens our business and our employees.

Thank you in advance for your consideration.

Regards,

*Michael B. Murphy*

Michael B. Murphy  
Owner

*Todd Jarvis*

Todd Jarvis  
President

*Dennis Woods*

Dennis Woods  
Corporate Counsel





950 Pacific Ave, Suite 300 | Tacoma, WA 98402

February 10, 2025

TDLE Draft Environmental Impact Statement Comments  
c/o Elma Borbe  
Sound Transit  
401 S. Jackson Street  
Seattle, WA 98104

RE: Tacoma Dome Link Extension Draft Environmental Impact Statement

Dear Sound Transit Board of Directors,

On behalf of the Downtown On the Go, I am writing to provide comments regarding the Tacoma Dome Link Extension (TDLE) Draft Environmental Impact Statement (DEIS).

Downtown On the Go (DOTG) is the transportation advocate and resource for anyone whose life is in the greater Tacoma area. We work across sectors to make Tacoma a better place to walk, bike, and take transit.

The TDLE project is critical for connecting Tacoma and the South Sound to downtown Seattle and SeaTac Airport. TDLE represents a tremendous investment in transit, and it is imperative that the completed project be designed to best serve riders for generations to come.

While we appreciate the details provided in the DEIS, DOTG feels that we do not have sufficient information to make a recommendation to the board regarding station alignment at Portland Avenue and Tacoma Dome. We would like to see clearer estimates on the costs of each potential alignment, construction timelines and impacts, and potential impacts and mitigations for Dome District businesses.

In lieu of supporting specific station alignments at this time, DOTG would like to offer our suggestions and priorities for station selection. Overall, we ask the board to prioritize multi-modal connectivity, safe station access, and mitigations to businesses impacted by station construction.

### **Portland Avenue Station**

The Portland Avenue Station presents unique alignment challenges due to its relatively isolated location. Safe multi-modal connectivity should be the top priority in finalizing the Portland Avenue Station alignment. This station is expected to be most utilized by workers and visitors traveling to the Emerald Queen Casino, residents of East Tacoma, and potentially workers in the

Port of Tacoma. These riders are very likely to be walking or cycling to access the station or reach their final destination. At present, the area surrounding the Portland Avenue Station is very hostile to active transportation and is identified in the City of Tacoma's Vision Zero High Risk Network as a high crash corridor.

Regardless of the final station alignment, Sound Transit must prioritize investment in safe access to the station, particularly along Portland Avenue. Completing the station without additional safety and access improvements will result in an increase in serious and fatal injury crashes. This can be avoided with proper investment in needed infrastructure and meaningful collaboration with the City of Tacoma.

Additionally, the area is currently only served by Pierce Transit Route 41 for local transit service, operating at 30 minute headways. We ask Sound Transit to prioritize collaboration with Pierce Transit to provide more frequent local transit service to the station.

### **Tacoma Dome Station**

Tacoma Dome Station is the South Sound's premiere transit hub, connecting residents and visitors to local and regional transit options. It is critically important that the new Link station be integrated into the existing multi-modal landscape of Tacoma Dome Station, ensuring easy, accessible, and convenient transfers between modes. This is necessary to promote local transit use to access regional light rail and to encourage active transportation. To best utilize funding towards transit rather than parking, Sound Transit must make it easy to choose non-SOV travel to the station.

In order to facilitate multi-modal access, station alignment should prioritize proximity to existing bus, T Line, and Sounder service. Additionally, the station should be proximal to upcoming active transportation projects, both from the City of Tacoma and as part of Sound Transit's Tacoma Dome Access Improvements project. Key projects include Tacoma's Puyallup Avenue Complete Streets project and the spuyaləpabš Trail which will connect Tacoma to Puyallup via Puyallup Avenue.

It is clear that all potential station alignments will have significant impacts on local businesses in the Dome District, particularly in Freighthouse Square. Many of the Freighthouse Square businesses are immigrant, refugee, and BIPOC owned. It is important that these business owners receive thoughtful engagement regarding the different impacts of the potential station alignments, and clear information on the mitigations that may be offered to them. This outreach must be done with cultural competency, including the use of translated materials and interpretation services where needed. These businesses are particularly vulnerable to being lost in the bureaucratic process, and deserve to be fully informed in order to make the best decisions for their businesses. We encourage Sound Transit to prioritize the best outcomes for these businesses, including cash payments and relocation services, in the alignment decision process, and to work collaboratively with the City of Tacoma..

DOTG is concerned about potential long-term impacts to local T Line service associated with the two 25th Street alignments. With the recent opening of the Hilltop Tacoma Link Extension, the T Line is seeing an increase in ridership. Closure of the full T Line is likely to negatively impact ridership, even after its reopening and with the use of bus bridges in the interim. Its closure would be felt across the downtown, Stadium, and Hilltop neighborhoods, impacting local access to jobs, restaurants, and hospitals.

More information is needed regarding the replacement of the Amtrak Station associated with the Close to Sounder alignment. We are concerned about the potentially significant costs associated with this replacement, and the logistics of relocating Amtrak and Sounder service during construction. We ask that Sound Transit ensure that more information is provided to the public once it is available.

Regarding the full TDLE project, we ask the board to keep project delivery top of mind. TDLE has already been delayed five years from its original service date of 2030, leaving Tacoma and Pierce County left out of the light rail spine. The South Sound deserves connected service and full dedication from Sound Transit in avoiding additional project delays.

We're excited about the TDLE project progressing and look forward to engaging with the board further during the alignment selection process.

Sincerely,

A handwritten signature in cursive script that reads "Laura Svancarek".

Laura Svancarek,  
Interim Executive Director

**From:** Lonny Murrey <lonnym@fastcoinc.com>  
**Sent:** Thursday, February 6, 2025 8:45 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Cc:** Max Murrey <max@fastcoinc.com>; Mady Murrey <madymurrey@gmail.com>  
**Subject:** Public Comment

Hi,

My business Fastco Inc is located at 2650 Bay St in Tacoma that is on the footprint of the Portland Avenue Station preferred site. I have been aware that we have been in this path for several years and now it appears that relocation for my business is slowly becoming a reality and is very concerning. Our building, which we own, is 10,000 square feet and is in a perfect location, with great I-5, River Road and Portland Avenue access and is visible from I-5, so we are seen by thousands of potential customers every day. I have been looking for a replacement building for several years without luck, as we have been in Tacoma for over 60 years and I am afraid that if we move too far away it will impact our business. I do understand that progress has to happen and many, many businesses and families will be impacted and Sound Transit is faced with many difficult decisions.

I am in favor of the alternate Portland Avenue Station site and am hoping that with this choice, will be able to stay at our current site which is located at the very eastern corner of our block, and it appears by the TDLE site map that our property may not be needed. I realize that we would be impacted during the construction process and that is a price I am willing to pay.

Thank you for this opportunity to make an official comment. I would be happy to meet at any time to discuss this further, or to host your representatives and my business for a tour.

Warm Regards,

**LONNY MURREY**

Office: (253) 383-1767

2650 Bay Street

Tacoma, WA 98421

[[www.fastcoinc.com](http://www.fastcoinc.com)][www.fastcoinc.com](http://www.fastcoinc.com)



February 5, 2025

VIA EMAIL

Sound Transit  
c/o Elma Borbe  
401 S. Jackson St.  
Seattle, WA 98104  
Email: [tdlinkdeis@soundtransit.org](mailto:tdlinkdeis@soundtransit.org)

Re: Comment Letter on TDLE Adverse Impacts on Gethsemane Catholic Cemetery  
Draft Environmental Impact Statement for the Tacoma Dome Link Extension

Dear Ms. Borbe:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the Tacoma Dome Link Extension (TDLE). We are commenting on behalf of Associated Catholic Cemeteries, the owner and operator of the Gethsemane Cemetery located on SR 99 in south Federal Way. Two of the Alternatives for the TDLE in South Federal Way run along SR 99 adjacent to the Cemetery. It is the impact of those Alternatives that are the subject of this letter.

The Cemetery is sacred ground. Its function is essential to Catholic Faith. It is a place of quiet and sacred reflection. Thus, we must assure that the current and future burials, funerals, religious practices, opportunities for prayer and reflection are not disrupted, and that exiting access to the Cemetery is not blocked by either construction or operation of the TDLE.

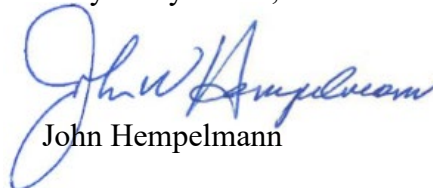
Sound Transit Staff have visited the Cemetery. Sound Transit Staff understand that any Guideway along SR 99 cannot require exhuming and reburial of those who are resting in peace in the Cemetery. Sound Transit Staff also understand that most of the funeral processions and visitors to the Cemetery arrive from the north and that the existing SR 99 southbound left turn lane into the Cemetery cannot be disrupted. It appears that the SR 99 West Alternative would not adversely impact the Cemetery, so we strongly favor that Alternative if the Guideway is going to run down SR 99. Any planning for the SR 99 East Alternative must protect the southbound left turn lane into the Cemetery. Finally, the construction and operation of the TDLE adjacent to the Cemetery must include special noise and vibration suppression measures.



Sound Transit  
c/o Elma Borbe  
February 5, 2025  
Page 2

To assure these outcomes to protect the Cemetery and those it serves, we can facilitate any needed access to the Cemetery for Sound Transit staff, consultants and contractors.

Very Truly Yours,



John Hempelmann

JWH/kgb

**From:** Rob Graham GRV <[rob@grahamrealventures.com](mailto:rob@grahamrealventures.com)>

**Sent:** Tuesday, January 14, 2025 8:14 PM

**To:** Ramachandra, Sagar <[sagar.ramachandra@soundtransit.org](mailto:sagar.ramachandra@soundtransit.org)>

**Cc:** Tacoma Dome Link Extension <[tdlink@soundtransit.org](mailto:tdlink@soundtransit.org)>; Nelson, Artie <[Artie.Nelson@soundtransit.org](mailto:Artie.Nelson@soundtransit.org)>

**Subject:** RE: [EXTERNAL SENDER] Follow-up and regarding your call

**CAUTION:** This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the “fish” button in Outlook. Thank you! ST Information Security

Sagar,

Thank you for your call on Monday. As I told you during our conversation, I have had Six takings or partial takings and five of them in just the last few years. One taking in Renton, two in Federal way and three in Fife by WASDOT. Although Graham Real Ventures owns Real Estate, I own several other companies that are transportation related and are primarily Port Drayage. Our business model was solid, and our companies have done very well as a result. Our strategy was to obtain properties along the I-5 corridor with proximity to the ports we serve, we could then have flexibility to lease properties to our own companies or to others during times we don't need them ourselves. This strategy is the primary reason for our success as many of our competitors are now forced to pay drivers and burn fuel to drive as much as two hours to the ports. Over the past decade close in cities have been finding creative ways to push trucking companies out, this can happen in many ways, rezoning is just one. We have even attempted to purchase existing trucking facilities that have been rejected on technicalities, the latest example being Fife community development director saying it was not the same use because the semi-trucks were LTL not full load. In an earlier conversation this same person said trucks tear up their roads and don't pay for them, when I explained that trucking companies pay more road tax than any other companies on the planet, he said “yeah but we don't get the money.” During the last taking by WASDOT I had enough and was at my wits end, I told them I did not need or want money, it does nothing to help me maintain our competitive edge. WASDOT finally being sympathetic to my situation, traded industrial remnant parcels rather than money, the problem now is that I have spent over half a million dollars trying to develop the properties and Fife continues to reject the project on what Barghausen engineers tell me are unusual and suspect. The city has also notified us that they are rezoning these parcels to residential. Regardless of what you pay me for my 3.5-acre property in Fife, I won't likely be able to replace it anywhere in the area.

What I need to know from sound transit is, are they willing to buy the air space only for the light rail? As I mentioned to you, I don't know what sense it makes to meet or discuss anything until we know the answer to that question. If we need to relocate for a time during construction, we can find a way to do that but as I mentioned, both Graham ventures and WADOT own vacant land at 12<sup>th</sup> street east and 62<sup>nd</sup> (see attached) that could be used for staging and construction as well.

I look forward to the day I can get back to my regular business and can be left alone by a government that seems hell bent on taking what I have worked so hard to assemble.

Please feel free to respond with any questions or clarifications.

Rob Graham



**From:** Reisingert <reisingert@aol.com>

**To:** Christina Flygare <clflygare@gmail.com>; Brett Willberg <bwillberg@arcticglacier.com>

**Sent:** Thursday, January 30, 2025 at 11:03:47 AM PST

**Subject:** TDLE segment alternative SF 99 West and SF99 East

Dear Sound Transit: My name is Richard Reisinger and I own through Holgate Street Properties LLC the land and building located at 8220 Pacific Hwy. E. , Milton WA 98422 on the south-east corner of Hwy 99 and Johnson Road NE. This site is currently in a long term lease to Arctic Glacier Premium Ice (formerly Star Ice & Fuel) and is a packaged ice production plant. I have owned this site since 2009. During these fifteen plus years I have learned that the relatively short section of Hwy 99 running north from Porter Way in Milton to just north of So. 373rd St. in Federal Way is a death trap for pedestrians and motorists. During that time I have counted over a half dozen road fatalities as well as numerous serious injuries along this stretch. What makes this stretch of roadway so deadly is a lethal mixture of blind spots caused by road curvature and grade variation made worse by the large number of commercial trailer trucks entering, exiting, and passing through combined with reckless motorist driving at very excessive speeds. Plans SF 99 West and SF 99 East will both make a deadly situation more deadly by adding additional complexity to an already dangerous stretch of highway. SF 99 East would be the worst choice as it would place a row of support pillars down the middle of Hwy 99 taking out the existing turn lane and creating many more blind spots blocking the view of oncoming excessive speed traffic. Also this turn lane provides an escape lane to get out of the way of speeding vehicles. SF 99 West would be better but it still would add unwanted complexity and would limit future widening of Hwy 99. By far the best option would be either SF I-5 or SF Enchanted Parkway as these would not contribute to the existing carnage on Hwy 99. Also, be aware that my building houses three custom built freezer rooms with special refrigerated floors, a machanical ice rake, and a system of screw conveyors that are very sensitive to any vibration. I have serious concerns about how constant train vibration will effect their operations. You can phone me at 253 255-8335 or I would be happy to meet with any of your people at the site.

## Online open house submittal

**Feb 9, 2025 7:39:28 pm**

William Cho

Dear : Sound Transit Board My name is Willie Cho, and I am the Owner/Operator and franchisee of the McDonald's restaurant located at 1737 51st Avenue East, Fife, Washington. The real property at the site is owned by McDonald's Real Estate Company. This restaurant, opened in 1981, has been upgraded a number of times through the years and has proven a great location for me to grow my business. I am a minority business owner who has successfully operated this restaurant since 2003. I write to you today to convey my strong desire that the Sound Transit Board and City of Fife to void a configuration for 54th Avenue and I-5 Interchange that would condemn my restaurant. This location is one of the busiest and most successful McDonald's in Washington, a fact of which I am extremely proud. A taking of this location would be devastating. I have worked hard over many years to become a valuable member of the business community in North Pierce County and South King County. This McDonald's is located at the gateway to the city center core of Fife. The restaurant serves the immediate business and residential community in Fife as well as commuters and the freight community that travel both the I-5 and Pacific Highway corridors. It has been a community fixture for more than 40 years. I currently employ 70 people at this location. My organization provides entry-level jobs to individuals just starting out in the job market, as well as students needing flexible work hours and a dependable employer, with ample opportunity for advancement. We also have the unique ability to be a first-generation employer. We are very proud to have helped launch so many careers to so many individuals that speak English as a second language as well as launching the careers of many of our youth. In addition, I am proud of our including strategy for hiring. In the past several years, we promoted X women and people of color into our management ranks with commensurate salaries. The ability to provide job opportunities to our community is ubiquitous with all McDonald Restaurant locations. The ability to provide so many job opportunities, quite literally in the thousands over the years, since its inception, is extraordinary to this McDonald's in Fife because of its unique location resulting in its tremendous volume and popularity within the community. A taking at this location would have a detrimental impact to the community because of the loss of these jobs. It is important to note that this location is one of the largest restaurant contributors to the local and global Ronald McDonald House Charities through its Canister Give a Hand, Fry and Shake donation and match programs. Additionally, this McDonald's has a great relationship with the public and private schools within the Fife area. We have a unique McDonald's fundraising program called McTeacher's Night that serves area schools with additional revenue. A taking at this location would be very damaging to my business, my employees, and the community. My organization provides valuable tax revenues, job resources, training, and support to the community. I would also like to stress that a large portion of business comes through the drive-thru at this location, so any taking of the drive-thru area, even a small portion, would be very damaging if not fatal. Finally, from an economic point of view, not only the location but also the age of the property allows me as the franchisee to pay a much lower rent from my Franchisor, McDonald's USA LLC. If I am forced to relocate not only will I likely get a much inferior location (leading to lower sales), I will also have a much greater rent factor (leading to lower margins on those lower sales). For these reasons, I respectfully request that the Sound Transit Board and City work with me to explore modifications to the

avored alignment that would not impact my restaurant. Sincerely, William Cho Owner/Operator  
McDonald's Restaurant 1737 51st AV E. Fife, WA 98424 253 740 9588

**Online open house submittal**

**Feb 10, 2025 4:15:02 pm**

Eric Hansen

Hi, I am writing to show concern for the developments as they relate to the O'Brien Auto Group parcels and impacts from the Sound Transit design and pathways currently in consideration. The currently proposed locations present severe impacts to the businesses in the area. The disruption to business, restriction to access, taking of property and length of construction disruption will very likely force businesses out of the area. We would recommend an option for a path farther the north on 12th Street E or similar that would move the disruption away from the retail core of business.

## **Online open house submittal**

**Feb 10, 2025 3:29:21 pm**

Joseph Pew

I am writing to express my opposition to the proposed routes for the Sound Transit Tacoma Dome Link Extension, specifically the proposed routes through Fife. The proposed routes will cause catastrophic damage to local businesses while penalizing property owners who chose to support the local economies. First, taking areas of the properties which house businesses along the proposed routes will affect the business operations far beyond merely taking space. Many of those businesses, for example the auto dealerships, have specific space requirements set by the automobile manufacturers in the respective franchise agreements. Each of the proposed routes takes enough space to potentially risk violating those franchise agreements, which would render the business non-viable and unable to continue. Further, the proposed routes will each take significant portions of the properties on which improvements have already been made. Taking those areas will render the improvements (such as showrooms or service areas) impossible to use, requiring property owners to forego existing buildings and/or construct new buildings in order to operate. Finally, the proposed routes will drastically impact inventory storage and display, customer parking, and access to the properties, both during construction and afterwards. Each of those will severely damage the ability of the business to continue to operate in that space. Second, even without taking property, each of the proposed routes will greatly impact and damage the currently existing businesses by limiting access and visibility to the properties. The property owners carefully chose to invest in their respective locations years ago for a variety of reasons. One of those reasons was surely easy visibility and access from both I-5 and Pacific Highway. The proposed routes will greatly reduce the visibility and access while the construction work is occurring, which Sound Transit currently estimates to be six years. The disruption will be significant during construction due to the proposed construction easements required for the work, and then will continue, as described above, due to the taking of property. And, if the ongoing light rail construction elsewhere is any guide, there will be delays, which will only prolong the pain for the property owners and businesses for many additional years. Perhaps most the most frustrating aspect of the proposed routes is that no one from Sound Transit ever visited the area to discuss the potential impacts with the property owners or see the potential impacts of the proposed routes. Had they done so, they would realize that the costs for the proposed routes will be staggeringly high due to the likely destruction of the businesses located along those routes. It remains very likely that due to the proposed routes, one or more of the businesses affected will be forced to close or move its location. Better routes that do not severely impact as many local businesses could be found by moving a short distance north (e.g. along 12th Street). It is disappointing that Sound Transit did not view the properties in person, which would have quickly revealed the significant problems with the proposed routes. Joseph N. Pew, V Scarff Law Firm, PLLC 3035 Island Crest Way, Suite 201 Mercer Island, WA 98040 P: (206) 236-1500



## **Online open house submittal**

**Feb 10, 2025 3:36:32 pm**

Chantal Razore

I am writing to express my opposition to the proposed routes for the Sound Transit Tacoma Dome Link Extension, specifically the proposed routes through Fife. The proposed routes will cause catastrophic damage to local businesses like ours (Lexus of Tacoma, Volvo of Tacoma, Jaguar of Tacoma and Land Rover of Tacoma) while penalizing property owners who chose to support the local economies. First, taking areas of the properties which house businesses along the proposed routes will affect the business operations far beyond merely taking space. Many of those businesses, for example my families auto dealerships, have specific space requirements set by the automobile manufacturers in the respective franchise agreements. Each of the proposed routes takes enough space to potentially risk violating those franchise agreements, which would render the business non-viable and unable to continue. Further, the proposed routes will each take significant portions of the properties on which improvements have already been made. Taking those areas will render the improvements (such as showrooms or service areas) impossible to use, requiring property owners to forego existing buildings and/or construct new buildings in order to operate. Finally, the proposed routes will drastically impact inventory storage and display, customer parking, and access to the properties, both during construction and afterwards. Each of those will severely damage the ability of the business to continue to operate in that space. Second, even without taking property, each of the proposed routes will greatly impact and damage the currently existing businesses by limiting access and visibility to the properties. The property owners carefully chose to invest in their respective locations years ago for a variety of reasons. One of those reasons was surely easy visibility and access from both I-5 and Pacific Highway. The proposed routes will greatly reduce the visibility and access while the construction work is occurring, which Sound Transit currently estimates to be six years. The disruption will be significant during construction due to the proposed construction easements required for the work, and then will continue, as described above, due to the taking of property. And, if the ongoing light rail construction elsewhere is any guide, there will be delays, which will only prolong the pain for the property owners and businesses for many additional years. Perhaps most the most frustrating aspect of the proposed routes is that no one from Sound Transit ever visited the area to discuss the potential impacts with the property owners or see the potential impacts of the proposed routes. Had they done so, they would realize that the costs for the proposed routes will be staggeringly high due to the likely destruction of the businesses located along those routes. It remains very likely that due to the proposed routes, one or more of the businesses affected will be forced to close or move its location. Better routes that do not severely impact as many local businesses could be found by moving a short distance north (e.g. along 12th Street). It is disappointing that Sound Transit did not view the properties in person, which would have quickly revealed the significant problems with the proposed routes. In Summary, we are opposed to these plans and hope that the city and Sound Transit will take these things into consideration and not punish people and businesses that have invested in this community for many years.

**Online open house submittal**

**Feb 10, 2025 3:38:43 pm**

Jeff Razore

I am writing to express my opposition to the proposed routes for the Sound Transit Tacoma Dome Link Extension, specifically the proposed routes through Fife. The proposed routes will cause catastrophic damage to local businesses while penalizing property owners who chose to support the local economies.

## **Public Hearing Testimony**

Brad Herron

Ladies and Gentlemen of the Sound Transit Board, thank you for this opportunity to express our concern and share our preference regarding the route selection for the new light rail construction through Fife.

My name is Brad Herron, and my family are the owners of Pick-Quick Fife, a valued business that has proudly served the community for over 75 years.

Pick-Quick Fife is an established family-owned operated business in the community. Pick-Quick started when Highway 99 was a two-lane road before the construction of I-9.

Over time the area around Pick-Quick has undergone various changes and growth. Through these developments, Pick-Quick has constantly served our customers, provided employment opportunities for our team and supported the local economy.

It is our hope that the legacy will continue for another 75 years and beyond. The construction of the Tacoma link extension by far is the most extensive change and development in the area during Pick-Quick's existence.

Most historical sites feature structures like buildings and bridges that help us imagine their historical uses.

The iconic Pick-Quick sign and building do that, but do that more uniquely by continuing to offer a distinctive experience while preserving the same atmosphere as in earlier times.

Families can visit and enjoy a meal of burgers, fries and shakes in the picnic area thereby recreating the same experience to that of previous generations.

We appreciate your attention in this matter, and your commitment to finding a solution that balances the development needs of our community with the preservation of historical foundations.

## **Public Hearing Testimony**

Bradford Herron

Hi, my name's Bradford Herron. I am also one of the family owners of Pick-Quick Fife, so two of the routes proposed for the Tacoma Dome link extension construction presents very substantial challenges to our business.

The Fife Pacific Highway alternative route would necessitate the combination of our property through eminent domain which would lead to the closure of Pick-Quick.

The termination of our business would be a significant loss to our community, customers, employees, suppliers and family.

The Fife median alternate route extending down the median of Pacific Highway also imposes significant challenges. The seven plus year construction would disrupt our business due to street closures and limited customer access.

Due to the thin margins in the food service industry, we have often observed many businesses continuing closing within this sector.

Our family business lacks financial resilience to endure the construction period potentially forcing us to close Pick-Quick Fife during construction.

We view construction more problematic than the Pacific Highway alternative route. If the Pacific Highway alternative route was selected, we would still have the financial ability to relocate and rebuild within the Fife community.

Given these circumstances, I strongly urge the Sound Transit Board to carefully evaluate the substantial impact that either route would have on Pick-Quick Fife.

The decision ultimately rests with you to determine the value that Pick-Quick and other small businesses along the Pacific Highway contribute to the community. Thank you.

**From:** Brad Herron <brad@pick-quick.com>  
**Sent:** Tuesday, February 11, 2025 1:32 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Tacoma Dome Link Extension Draft EIS PICK-QUICK Fife response

***Tacoma Dome Link Extension Draft EIS response***

Ladies and Gentlemen of the Sound Transit Board,

Thank you for this opportunity to express our concerns and share our preference regarding the route selection for the new light rail construction through the city of Fife.

My name is Brad Herron, and my family are the owners of PICK-QUICK Fife, a valued local business that has proudly served our community for over 75 years.

PICK-QUICK Fife is an established family owned business in the community, operating even before the construction of I-5. Over time, the area around PICK-QUICK has undergone various changes and growth. Throughout these developments, PICK-QUICK has consistently served our customers, provided employment opportunities to our team, and supported the local economy. It is our hope that the legacy will continue for another 75 years and beyond. The construction of the Tacoma Dome Link Extension by far, is the most significant change and development in the area during PICK-QUICK's existence.

Most historical sites feature structures such as buildings or bridges that help us imagine their historical uses. The iconic PICK-QUICK sign & building do that but more uniquely by continuing to offer a distinctive experience while preserving the same atmosphere as in earlier times. Families can visit to enjoy a meal of burgers, fries, and shakes at the picnic benches, thereby recreating the same experience to that of previous generations.

The proposed routes for the Tacoma Dome Link Extension construction present substantial challenges to our business.

The Fife Pacific Highway Alternative Route would necessitate the condemnation of our property through eminent domain, which would lead to the closure of PICK-QUICK. The termination of our business would be a significant loss our community, customers, employees, suppliers and family.

The Fife Median Alternative Route, extending down the median of Pacific Highway, also poses significant challenges. The plus seven-year construction would disrupt our business due to street closures and limited customer access. Due to the thin margins in the food service industry as we often observe many businesses continually closing within this sector. Our family business lacks the financial resilience to endure the construction period, potentially forcing us to close PICK-QUICK Fife during the construction. We view this route even more problematic than the Pacific Highway Alternative route. If the Pacific Highway Alternative route was selected, we would still have the financial ability to relocate, and rebuild within the Fife community.

Given these circumstances, I strongly urge the Sound Transit Board to carefully evaluate the substantial impact that either route would have on PICK-QUICK Fife.

The Fife I-5 Alternative is by far our preferred route. Selecting this option would allow us to maintain our prominent and historical role within the Fife community. We would avoid condemnation associated with the Fife Pacific Highway Alternative and the potential closure due to the financial challenges posed by the Fife Median Alternative.

The decision ultimately rests with you to determine the value that PICK-QUICK and the other small businesses along Pacific Highway contribute to the community.

We appreciate your attention to this matter and your commitment to finding a solution that balances the development needs of our community with the preservation of its historical foundations.

Thank you

Brad Herron

PICK-QUICK Fife  
4306 Pacific Highway East  
Fife, WA 98424  
253.922.5599

PICK-QUICK Auburn  
1132 Auburn Way North  
Auburn, WA 98002  
253.248.1949

PICK-QUICK SoDo  
2990 4th Avenue South  
Seattle, WA 98134  
206.207.1111

[www.pick-quick.com](http://www.pick-quick.com)

February 7, 2025

*Via Email*

TDLE Draft Environmental Impact  
Statement Comments  
c/o Elma Borbe  
Sound Transit  
401 S. Jackson St.  
Seattle, WA 98104

Re: *TDLE Draft EIS*

Dear Ms. Borbe:

Our firm represents Plant 2 LLC, the owner of property located at 35053 16th Avenue South, in the City of Federal Way (hereafter, the “Property”). As detailed in this DEIS Comment letter:

- The Property has been used for nearly 60 years for a ready-mixed concrete plant and aggregate yard (collectively, the “Plant 2 Facility”) serving customers in the Puget Sound region. *Its proximity to the natural resource materials supplying the plant and its access to key markets in the Puget Sound make it a unique site in the region.*
- All alternative alignments for the South Federal Way Segment, other than the I-5 alignment, will displace the Plant 2 Facility. There does not currently appear to be a viable replacement location for the Plant 2 Facility operations. *The impacts associated with this displacement and the extraordinary challenges of finding a new location, must be studied more closely in the Final EIS.*
- Due to the number of businesses that will be displaced with the non-I-5 alignments, and other factors, *the I-5 alignment should be designated the **preferred alternative**.*

**A. Site Background**

By way of background, we provide the following information about the unique nature of the Property and the Plant 2 Facility.



### **Site Summary**

Parcel	202104-9116
Address	35053 16th Ave S Federal Way, WA 98003
Acreage	4.34 acres (188,959 square feet)
Present Use	Service Building and Concrete Batch Plant
Improvements	Office and Maintenance Shop
Year Built	1960
2024 Assessed Value	\$5,132,700 – Land = \$4,912,900, Improvements = \$219,800

### **Site History and Materials Sources**

In 1966, Harry Corliss purchased the existing concrete batch plant, which has since been operated by the Corliss family. The Plant 2 Facility was one of the top revenue-generating plants in the Corliss portfolio until 2021, when it was sold to Heidelberg Materials (HM). HM, operating under the name Corliss Resources LLC, operates the Plant 2 Facility as a tenant until December 31, 2041, with an option to extend the lease for two additional ten-year periods.

The Plant 2 Facility receives processing materials from two Corliss-owned pits: the Sumner Pit and the Enumclaw Pit. These aggregate materials are mined from the pits and then transported to the Federal Way location for processing, sales, and distribution.

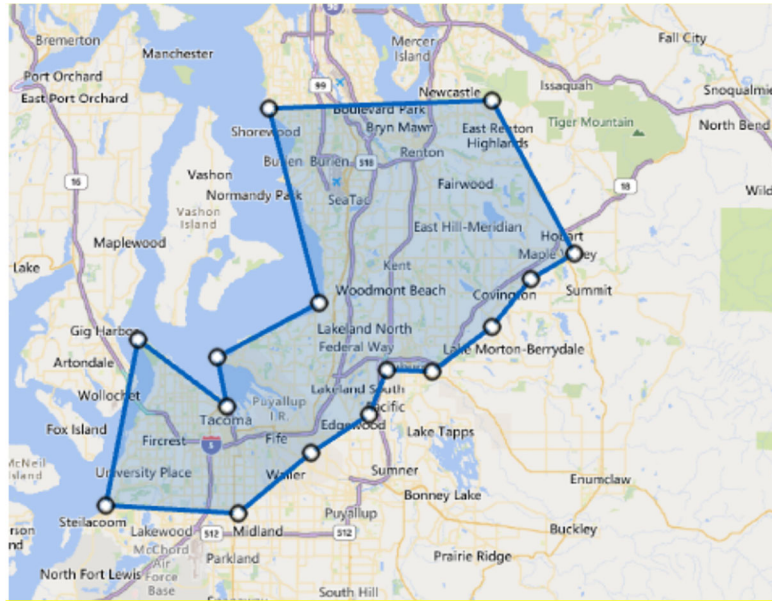
### **Site Equipment**

Currently the Property hosts a variety of structures and equipment:

Type	Description	Additional Description	Purpose
Building	7,200 Sq Ft	Concrete Tilt Warehouse	Shop
Building	500 sq foot	wood framed office	Office / Sotrage
Plant Structure	Four (4) Silos	Steel	Cement Storage for Concrete Batching
Plant Structure	Elevated Aggregate Holding	Steel	Aggregate Storge for Concrete Batching
Plant Structure	Conveyors	Steel	Material Conveying
Plant Structure	Above ground holding Tanks	Steel	Water holding Tanks (Recycling)
Plant Structure	Above ground holding Tanks	Steel	Water holding Tanks (Recycling)
Mobile equipment	CAT loader 980		Used to move aggregate material onsite, other
Mobile equipment	CAT backhoe		Used to move aggregate material onsite, other

## Site Performance and Service Area

The Plant 2 Facility is a vital asset to Corliss Resources, generating between \$10 million and \$15 million in taxable revenue annually. It represents 30%-40% of the company's concrete revenue and volume. Strategically located in the south Puget Sound market, it is the only concrete batch plant situated west of Interstate-5, south of SR405/SR518, and north of Fife/SR509. A map of the service area is provided below.



The Plant 2 Facility's significance is further underscored by its proximity to Corliss Resources' gravel pits, which directly supply the aggregates needed for concrete production. Keeping the logistical costs of supplying aggregate materials low is crucial for maintaining competitiveness and affordability in the concrete production market—which in turn affects the overall costs of development projects heavily reliant on concrete materials. The Plant 2 Facility's location in relation to the Corliss sand and gravel pits provides this critical advantage.

## B. DEIS Comments

1. *ST Should Make the I-5 Alignment the Preferred Alternative.*










We urge the South Transit Board to identify the I-5 alignment as the “preferred” alignment for the South Federal Way Segment. No “preferred” alternative is identified for the relevant segment (South Federal Way) but by several measures—including cost, transportation impacts, and especially residential/business displacement—the South I-5 segment fares better than the alternatives. *See TDLE Alternatives Guide* at 13.

*Business Impacts.* We note that only 7 businesses would be displaced under the I-5 route, as opposed to 14, 23, and 24 for the other three routes. This comparison of business

replacement, moreover, likely *understates* the impacts relating to business dislocation due to the DEIS's failure to evaluate the ability of the displaced businesses to be relocated. The DEIS appears to simply assume that displaced business can be re-established. In order for the Board to undertake a meaningful comparison of business displacement—and how heavily to weigh this factor in its overall decision-making—the FEIS should consider the number of businesses that cannot be relocated and thus will be entirely eliminated by the non-I-5 alignments.

*Ecological Impacts and Cost.* With respect to ecosystem impacts, the I-5 alignment compares favorably to two of the three other alternatives. Although it compares less favorably to the Enchanted Parkway alternative, that alignment would cost nearly \$100 million more than the I-5 alternative. The savings in the I-5 alignment could be easily deployed to provide the additional ecological mitigation.

The full comparison summary of these and other factors relating to the South Federal Way *segment* alignment is provided below:

SOUTH FEDERAL WAY SEGMENT Alternative Comparison				
PERFORMANCE RATING KEY LOWER PERFORMING    HIGHER PERFORMING	SF Enchanted Parkway	SF I-5	SF 99-West (Porter Way Design Option)	SF 99-East (Porter Way Design Option)
RESIDENTIAL DISPLACEMENTS 	40	3	17	2
BUSINESS DISPLACEMENTS 	14 businesses	7 businesses	25 businesses (23 businesses)	25 businesses (24 businesses)
HISTORIC & CULTURAL RESOURCE IMPACTS 	1 known highly sensitive cultural resource	1 known highly sensitive cultural resource	4 historic resources	2 historic resources
ECOSYSTEMS IMPACTS LONG-TERM 	2.65 acres of wetlands 150 feet of streams	3.76 acres of wetlands 950 feet of streams	6.31 (6.68) acres of wetlands 600 (750) feet of streams	7.33 (7.75) acres of wetlands 600 (700) feet of streams
TRANSPORTATION IMPACTS 	Minimal changes to traffic circulation and access	Minimal changes to traffic circulation and access	Left-turn restrictions at Pacific Highway and 70th Ave E (Minimal access impacts)	Left-turn restrictions on Pacific Highway; no left turn at intersections with 70th Ave E and Birch St (Left-turn restrictions on Pacific Highway to Birch St)
COMPARATIVE COST (2024 BILLIONS) ESTIMATED 	\$1.66 - \$1.72	\$1.57 - \$1.60	\$1.56 - \$1.62 (\$1.57 - \$1.63)	\$1.71 - \$1.75 (\$1.70 - \$1.74)
Notes: 1. The SF Enchanted Parkway Alternative impacts would be the same with either the SF 99 Enchanted Station or the SF 352nd Span Station Option. 2. Information in (parentheses) is applicable to the Porter Way Design Option for the SF 99-West and SF 99-East alternatives. Where there are no additional details in parentheses, the impacts are identical. 3. Comparative cost estimates are for comparing design alternatives and options; they are not to serve as a method for establishing the project budget. Comparative cost estimates are based on early design and will be refined as design advances.				

Turning to the comparison of *stations*, we note that the I-5 station performs far better than all three of the other alternatives regarding construction impacts, a significant issue given the lengthy construction timeline. Although the other alternatives may provide more favorable

locations for transit and non-motorized access, the Board should be careful not to assign too much weight to those factors. We question how many of the light rail riders would utilize either transit or non-motorized access at this particular location in Federal Way; instead, the far greater share of the ridership will utilize conventional motorized access, where the I-5 route fares equally if not better.

We also question whether the summary chart on station alternatives has properly evaluated the prospects of transit-oriented development (TOD). The chart ranks the I-5 alignment's TOD potential lower than the other three, but the text of the DEIS suggests the four alternatives are actually comparable. Regarding *non-residential* TOD, the DEIS specifically states that "the station locations *for all alternatives* would be in an area the Federal Way Comprehensive Plan identifies as intended to capture the demand for a diverse mix of industrial, office, and retail sales and services in well-integrated, high-quality developments." DEIS, Section 4.2.2.2. Turning to *residential* TOD, the DEIS notes that current zoning does not allow housing at any of the four locations, and therefore zoning changes would be needed to allow residential TOD near any of them.

The City of Federal Way has now adopted a South Station Subarea Plan that covers all four potential station locations. This will set the stage for future zoning changes that could allow higher-density TOD-oriented near any of these locations. While the current Subarea Plan does not include the I-5 station location within its new "Phase 1 TOD," the boundaries of this TOD-designated area could easily change as the planning process for the Subarea moves forward. We are not aware of any factors that would preclude the City from extending Phase 1 TOD to the area around the I-5 station location if that is the location the Board chooses based on cost and other factors that weigh in favor that location.

2. *The Final EIS Should Give Further Consideration to the Impacts of Displacing the Plant 2 Facility.*

a. The DEIS's limited analysis of displaced businesses is inadequate.

As noted above, a fundamental flaw in the DEIS's analysis is that it undertakes no analysis as to how many of the numerous displaced businesses under the non-I-5 alternative could be reasonably relocated versus how many are fundamentally irreplaceable for a number of potential reasons. A tally of the number of affected businesses is simply the starting point of the analysis, not the end point. That number provides some sense of overall business dislocation and disruption—and allows a reasonable comparison of the various alternatives on that score, confirming that the I-5 option presents by far the least disruption to City businesses. But the analysis should go an additional step and identify whether it is simply a matter of disruption until a new or replacement business location, or instead, whether the displacement spells the likely end of the business. There is a world of difference between those scenarios, and the DEIS makes no effort to distinguish between them in a way that would allow a more meaningful assessment of the magnitude of business impacts.

- b. The Final EIS must provide further analysis of the Plant 2 Facility.

This flaw is especially acute in the case of the Plant 2 Facility. All South Federal Way alignments, other than the I-5 alignment, will eliminate this facility. The Final EIS should provide a detailed analysis of the unique impacts and consequences of this displacement. In particular, the Final EIS should acknowledge that replacing the Plant 2 Facility would be extremely difficult due to a number of factors.

First, with increasing commercial and residential development pressures, the potential number of locations zoned for industrial facilities such as ready-mix plants is limited. Further even if a site with appropriate zoning is located, there are significant entitlement barriers to establishing *any* new ready-mix concrete plant in the south Puget Sound area due to the number of permits required and often public opposition.

Second, these barriers are compounded when trying to find a location that replicates or maintains the Plant 2 Facility's unique and irreplaceable market position. It is uniquely situated in relation to the gravel pits that supply the sand and gravel. The plant serves a wide area, extending from South Seattle and Burien in the north to Lakewood in the south, with deliveries generally within a 30 to 50-minute range from the facility. Any replacement site must be located in an area that allows continued service to these locations. (Plant 2 has been a key supplier for the southern segments of the Sound Transit line, further highlighting its importance to regional infrastructure and operations.)

Third, in addition to entitlement challenges and the difficulties of finding a site in an appropriate location for the market segment served by Plant 2, it is unclear how water rights would be obtained to serve any new site. Plant 2 currently has a unique water right that meets the needs for both "batch use" (i.e., the water used to make concrete) and "wash use" (i.e., the water used for dust control and washing of materials).<sup>1</sup> Batch use rights are considered "consumptive," while wash use rights are "nonconsumptive." Even if a site is identified that is allowed under zoning and appropriately located to meet market demand, there does not appear to be a path for obtaining the needed water—either through a municipal water supply or private water rights—for any replacement site.

Fourth, Corliss's proactive effort to find a potential replacement site for the Plant 2 Facility in the event Sound Transit takes the Property, only underscores the difficulties of finding such a site. We provide the following additional background relating to that

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<sup>1</sup> Corliss owns Groundwater Certificate G1-\*05504CWRIS (Certificate No. 3617). Certificate 3617 has a priority date of February 18, 1960 and authorizes 50 gallons per minute and 80 acre-feet per year for industrial and single-domestic supply. The existing well was completed on March 25, 1960, to a depth of 71 feet below ground surface (bgs). This water right meets the site's needs for both batch use and wash use.

replacement effort:


- In 2019, upon learning of a potential Sound Transit condemnation associated with this light rail extension, Plant 2 LLC made a strategic decision to not contest the action but to address the potential threat head-on. Losing the Federal Way location was recognized as a significant risk to the business, given its critical role as outlined above. Plant 2 LLC proactively began planning for a potential disruption in operations.
- With over 40 years remaining on the lease for its long-term tenant, Plant 2 LLC understood the importance of ensuring business continuity. To prepare for the possible relocation of operations, it acquired a neighboring property and immediately initiated the permitting process. The site is located at 35000, 35050 and 35060 Pacific Hwy S Federal Way, WA, 98003 (King County Parcel Nos. 202104-9162, 202104-9163, 202104-9155, 202104-9043). This purchase was directly in response to the notice received from Sound Transit, with the aim of maintaining smooth operations despite any changes. This proactive approach continued in alignment with the timelines provided by Sound Transit, right up until the 2023 notice introducing additional alternatives for study.
- Permit applications to authorize a ready-mix site at this site were submitted in 2022 under zoning regulations that would allow this type of use at this site. That permit process remains ongoing and the outcome is uncertain at this time. Moreover, it now appears that even if permits are obtained, the site is problematic for ready-mix industrial activities. With the recent adoption of the City of Federal Way's South Subarea Plan, which focuses on transforming this area into a transit-oriented hub by planning for housing, employment opportunities, recreational spaces, regional transit service, infrastructure, and community amenities, it has become apparent that any new batch plant permitted at this site may then become a non-conforming use when new zoning regulations are adopted implementing the South Subarea Plan.
- Unless a viable replacement site is identified, the Final EIS should acknowledge that the displacement of the Plant 2 Facility will have two foreseeable impacts. First, it will likely lead to severe disruption, and even the end of Heidelberg's business operations in the South Puget Sound area. Second, development projects in the service area depicted on page 3 above will lose the major supplier of the ready-mix concrete material that is the backbone to all types of development projects, including private residential and commercial development, and public infrastructure. These projects will need to be supplied by other ready-mix producers from a much longer geographic distance, adding to truck traffic and attendant environmental impacts along the I-5 corridor, as well as increasing materials costs.

For the above reasons, we recommend that the Board select the I-5 alignment as the preferred alternative in the FEIS. To the extent the FEIS considers the displacement impacts of the non-I-5 alignments, it should provide a more thorough analysis of those impacts,

TDLE Draft Environmental Impact Statement Comments  
February 7, 2025  
Page 8 of 8

particularly of the prospects that replacement sites can be found. The FEIS should consider the business and associated environmental impacts if viable replacement sites cannot be identified for historic and unique sites such as the Plant 2 Facility that play a crucial role in providing the materials needed for our region's critical residential, commercial, and public projects.

Very truly yours,



Stephen H. Roos

SHR:smd  
*E-Mail:* [steve.roos@hcmp.com](mailto:steve.roos@hcmp.com)  
*Direct Dial:* (206) 470-7645  
*Fax:* (206) 623-7789

ND: 24625.002 4917-1848-1684v1



**Online open house submittal****Feb 5, 2025 11:58:12 am**

Amanda Santo

Hello, My name is Amanda Santo, COO of Multi-Service Center (MSC). MSC is a nonprofit affordable housing provider with projects in King and Pierce County. MSC is concerned of possible impacts to our senior affordable housing project in Fife, Rainier View. This housing provides critical affordable housing for low income seniors, the majority who are people of color and on fixed incomes with limited access to safe, affordable housing. We are concerned about displacement and impacts to the community. Please take these concerns into consideration during project planning. Feel free to reach out to me at [amandas@mschelps.org](mailto:amandas@mschelps.org). Thank you for your time and consideration, Amanda Santo



February 7, 2025

**VIA E-MAIL: [tdlinkdeis@soundtransit.org](mailto:tdlinkdeis@soundtransit.org)**

TDLE Draft Environmental Impact Statement Comments  
c/o Ms. Elma Borbe, Environmental Specialist  
Sound Transit  
401 South Jackson Street  
Seattle, Washington 98104

Re: Comment of Schnitzer Properties, LLC on the Draft Environmental Impact Statement for the Tacoma Dome Link Extension Project

Dear Ms. Borbe:

Please accept the following comments to the Draft Environmental Impact Statement (“DEIS”) for the Tacoma Dome Link Extension (“TDLE”) (the “Project”) on behalf of Schnitzer Properties, LLC (formerly known as Harsch Investment Properties, LLC). We are the longtime owner of the Fife Business Park (“FBP”), the 290,000 square foot office and industrial commercial real estate project, generally located at 4803-5113 Pacific Highway E., Fife, Washington. Schnitzer Properties is a family-owned real estate investment and development company based in Portland, Oregon. We proudly own and operate 20 properties in the state of Washington representing approximately 3.1 million square feet of rentable space (as well as over 180 additional projects in Oregon, California, Nevada, Arizona and Utah). It is our goal to benefit and enhance the communities in which we own and manage property, as well as to be a philanthropic and active participant in civic and charitable activities. At this time, this letter will be limited to specific matters that relate to the Draft EIS and the potential devastating impacts Sound Transit’s proposed “Fife Pacific Highway Alternative” will have on FBP and the surrounding community. However, we reserve the right to supplement and provide further comments as the Project continues.

We have owned FBP since 2004, and are honored that more than 132 tenants and their employees are currently located at the project and call it their business home. We also maintain an office and several employees at FBP so know first-hand the impact the Project will have on this site and the immediate surrounding area. The tenants at FBP operate businesses that employ a large number of local citizens, add economic energy to the area, as well as provide vital services to the community. As a long-term holder of property, we have invested more than \$18,500,000.00 in FBP to both maintain and enhance the project.

Please note that while we support Sound Transit’s efforts to improve regional mobility, before choosing a Preferred Alternative, the Alternatives referenced in the Draft EIS should each be given thorough study and adequate deference be given to existing developments and infrastructure in the region to ensure an Alternative is not chosen at the expense of established and efficient properties such as FBP. Sound Transit has indicated it is committed to implement a system that is technically and financially feasible “to build, operate, and maintain”, yet the Alternative that destroys the majority of FBP and displaces the largest number of its businesses and tenants does not meet that goal. For example, at FBP alone, the placement of the Pacific Alternative Station and Fife Pacific Highway Alternative Alignment will displace twenty-seven (27) businesses (including one governmental agency) which will directly impact and force the displacement of approximately 200 employees. Moreover, for those businesses at FBP not directly closed, the







requirement to endure intermittent road closures and greater restrictions for customers and employees to access these businesses will crush their viability and very existence. And while Sound Transit would intend to take large swaths of FBP under the Fife Pacific Highway Alternative which presently sit below the track/guideway areas, are we correct that Sound Transit will bear the costs of maintain these areas and preventing the accumulation of debris and houseless individuals? In addition, we have studied the materials provided by Sound Transit to date and at this time, if the No Build Alternative is not selected, we urge Sound Transit to choose a route that is more aligned with I-5 Alternative (with the Pacific Highway Station) rather than the one that will materially and negatively impact existing properties and businesses, such as FBP. This Alternative is the best performing alternative per the metrics studied and published in the DEIS. It will have far fewer business disruptions, a lower cost to Sound Transit and better access for the public. Specific to FBP, only eight (8) businesses would be displaced and less than 50 employees.

The Fife Pacific Highway Alternative will negatively impact FBP, our tenants and members of the entire community. The costs to the public and the long-term negative impact on businesses are too severe for Sound Transit to go forward with this Alternative. Businesses at FBP cannot endure reduced and/or obstructed accessibility, or a decrease to ingress and egress to their businesses. More likely than not, if the Fife Pacific Highway Alternative is adopted, FBP will thereafter become a ghost town as existing tenants will leave not only the project, but the Fife market as well to look for more attractive projects with better visibility and accessibility. It is well settled that even a strong location with moderate visibility but without immediate access can render a site undesirable for tenants, employees and potential customers.

As a further consideration, we urge Sound Transit to study and use land acquisition costs, adjusted for future inflation and likely appreciation, as part of its EIS scope. Acquiring sizable real estate along the Fife Pacific Highway Alternative will add significant costs and expense to the cost of the TDLE Project and should be closely evaluated as a Project metric.

We are committed to working collaboratively with Sound Transit in its quest to improve the transportation options available to the community and region. However, placing the TDLE along the Fife Pacific Highway Alternative will be disruptive to the citizens and businesses of Fife, and erode the economic base that small businesses currently provide. We look forward to working with Sound Transit as this Project goes forward, and offer our extensive commercial real estate knowledge and experience. If you would like any additional information, please do not hesitate to contact me.

Very truly yours,

SCHNITZER PROPERTIES



Steve Roselli  
Senior Vice President



Jeff Nudelman  
Vice President, Secretary

cc: First Class Mail



January 10, 2025

TDL Draft Environmental Statement Comments  
c/o Elma Borbe  
Sound Transit  
401 S. Jackson St.  
Seattle, WA 98104

**RE: South Federal Way Station**

Dear Sound Transit,

For over 100 years, Seattle Children's has provided hope, care and cure to children in Washington, Alaska, Montana and Idaho – the largest region of any children's hospital in the country.

We employ over 10,000 employees most of whom work in the Puget Sound. Public transit, and increasingly Link, has provided critical connections for our patients and families who travel across the region to access care, and to our medical providers and employees to connect to their life-changing jobs at Seattle Children's clinics and hospitals, including our south Federal Way clinic.

Seattle Children's looks forward to Sound Transit's Tacoma Dome Link Extension (TDLE) and appreciates the opportunity to comment the Draft EIS. Seattle Children's Federal Way clinic is located at 34920 Enchanted Pkwy. S., adjacent to several station location options. Our team has reviewed the South Federal Way station alternatives and offer this input.

**Preference for Station SF 99-Enchanted Station and SF Enchanted Parkway Station / Adjacency.** Providing fast, frequent, reliable and regional services to families across the region enhances the ability for families to access care. The closer the station is to Seattle Children's clinic, the more convenient and safe Link is for families to use. Station alternative further away are less likely to be used by families with multiple children, strollers, and children not feeling their best. Our own experience and data show that Seattle Children's employees are also more likely to use Link if the walk between work and station is less than 10 minutes.

**Preference for Station adjacency of SF 99-Enchanted Station and SF Enchanted Parkway Station / Safety.** Adjacency to Seattle Children's clinic also improves safety of pedestrian users because of shorter travel to/from the station. Safe crossing across Enchanted Parkway, for all ages and abilities would ensure safe access to medical care and jobs.

**Construction of the elevated tracks and Station.** Children's appreciates and requests additional engagement with Sound Transit about how the following will impact our business: noise and vibration, maintaining access to Seattle Children's, safety, security of the construction site etc.

We appreciate the opportunities that TDLE provides to the families seeking care and employees of the region. Thank you for the opportunity for input.

Best regards,

A handwritten signature in black ink that reads "Jamie Cheney". The signature is fluid and cursive, with the first name "Jamie" and last name "Cheney" clearly distinguishable.

Jamie Cheney

Director of Transportation

CC:

Francesca Vega, VP, External Affairs

Dorothy Miller, AVP, Government Relations & Public Policy

Hope. Care. Cure.™

4800 Sand Point Way NE  
PO Box 5371  
Seattle, WA 98145-5005

[www.seattlechildrens.org](http://www.seattlechildrens.org)

**From:** Spring Valley <springvalleymhpinfo@gmail.com>  
**Sent:** Friday, February 14, 2025 8:19 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Spring Valley Mobile Home Park - report to Board of Directors

Hello Sound Transit Environmental Planner Team--

Sagar Ramachandra honored the request to include the below comments to the Board of Directors report. Please kindly include the following.

Spring Valley Mobile Home Park – a community neighborhood of homeowners and a life preservation case for no impact of Sound Transit development through our neighborhood—

Spring Valley Mobile Home Park is a residential neighborhood of over 45 homeowners who have resided in the neighborhood for decades. Spring Valley is an established community, in many cases residents have lived in this community for many years and are aging in place with connections to services and social ties.

Spring Valley has a large number of families that reside in the community, their children established in the Milton and Fife School system, all residents taking immense pride in their community.

Spring Valley provides a bridge for ALL the residents owning their own homes and providing a value-based model of homeowner equity at an affordable rate, especially in the existing area of North Pierce County/Federal Way borderline area where affordable housing does not exist.

If the Sound Transit Board approves the route through the Spring Valley community, it will destroy over 45 families that will not be able to equivaate the same lifestyle preservation and choice that a Sound Transit relocation plan can offer. With today's high demand for affordable housing in urban areas, the Sound Transit Board must take heed of this critical human factor and potential choice to disrupt the human ecosystem.

I appreciate your consideration.

Laurie Nix, Manager and family owner since 1980.



성 정하상 바오로 성당

St. Paul Chong Hasang Parish

1316 62<sup>nd</sup> Ave East  
Fife, WA 98424  
253-896-4489  
stpaulchongparish@gmail.com

February 9, 2025

## **TDLE Draft Environmental Impact Statement Comments**

c/o Elma Borbe  
Sound Transit  
401 S. Jackson St.  
Seattle, WA 98104

Dear Elma,

Thank you for visiting our parish last Sunday to brief us on the Draft Environmental Impact Statement (DEIS) with your team. We truly appreciate your time and effort in keeping us informed.

As you mentioned, our parish community previously signed petitions against Sound Transit's proposed light rail route. At that time, over 520 parishioners participated, expressing their concerns about the potential impact on St. Paul Chong Hasang Community. Many of our church leaders have also voiced deep concerns regarding the consequences this project may bring to our parish.

Despite our efforts, we were disappointed and saddened to learn that both the City of Fife and Sound Transit have chosen to move forward with the current preferred alternative route, disregarding the voices of our over 520 parishioners. Nevertheless, we remain committed to ensuring that our concerns are heard and addressed.

We are particularly worried about the future of our church once the Sound Transit project begins. Our primary concerns include:

1. **Impact on Our Priests' Rectories and Convents:** Noise from heavy equipment operations, environmental dust, and other airborne particles pose serious health and safety risks. Increased traffic congestion will further disrupt our community.
2. **Disruption to Our Worship Environment:** Our sanctuary is meant to be a quiet and welcoming place for prayer and reflection. The introduction of a light rail line will negatively



impact on our worship atmosphere, disturb our Sunday school, teaching and learning environments, and interfere with various church group activities.

3. Drastic Changes to Our Church's Exterior and Surroundings: The installation of five or six columns, each up to 25 feet high in our backyard, will significantly alter the church's visual and spiritual atmosphere, disrupting the sacred and serene character of our place of worship.

4. Increased Noise Pollution from the Double-Crossing Track: In addition to the light rail, we recently learned that a double-crossing railroad track will be installed near our parish. While noise barriers have been promised, they will not fully mitigate the additional noise pollution.

5. Construction-Related Disruptions to Daily Church Activities: Sound Transit has assured us that construction will be managed to minimize disruptions to worship services. However, our church operates far beyond Sunday Mass. We have daily prayers, meetings, confessions, adoration, and children's gatherings at various times throughout the week. It is unrealistic to expect construction to halt for every event, making their assurances impractical.

6. Obstruction to Church Access During Construction: Entry and exit points to the church will be significantly affected, making it difficult for parishioners to attend services and participate in activities.

7. Displacement of Our Priests and Sisters: Due to the level of disruption, our priests and sisters will not be able to stay in their rectory and convent during construction, and possibly even after construction is completed. Temporary lodging will be necessary, or alternative permanent accommodation must be arranged.

Given these concerns, we urge Sound Transit to reconsider the impact of their project on our parish and work with us to find a more viable solution. We appreciate any guidance you can provide on the next steps we should take to ensure our voices are truly heard.

Thank you again for your support.

Best regards,

Fr. Young Kwan Kim  
St. Paul Chong HaSang Parish

2/10/2025

The Tacoma-Pierce County Chamber and the Manufacturing Industrial Council for the South Sound (MIC) are writing to provide public comment for the Tacoma Dome Link Extension (TDLE) Draft Environmental Impact Statement (DEIS). The scope of the TDLE project will have significant and transformative impacts on the communities it serves. We welcome investment in critical infrastructure and regional connectivity. Equal to the scale of the opportunity is the tremendous impact the construction will have on people, communities, and businesses located in multiple cities and tribal jurisdictions. The service area also includes an International Port, designated Regional Growth Centers, Regional Manufacturing Industrial Centers, Countywide Centers and Centers of Local Importance, and University of Washington Tacoma.

The TDLE project will require unprecedented levels of stakeholder engagement to achieve desired levels of service, economic development, and mitigation of impacts. Engagement must include people, public and private sectors, transportation agencies, and tribal interests. We are requesting that the stakeholder engagement be governed by a partner agreement that will be concurrent with final EIS mitigations.

We are advocating four key priorities:

1. Establishment of a diverse stakeholder group including businesses for engagement around mitigation strategies governed by a partner agreement.
2. Clearly define expectations for scheduling and timelines relating to minimizing closures of t-line, roads, and business access. Recognizing significant impacts on business, transportation, and housing. We request cost estimates and financial modeling that address the priorities of stakeholder engagement and the impacts of closures.
3. Develop clear parameters for land acquisitions and dispositions. Recognizing the significant potential impacts of acquiring and retaining properties for extended periods of time in the high-density development zones surrounding the three transit stations.
4. Require that mitigation strategies are implemented in area adjacent to development site and within existing T-line service area.

We would also like to highlight the following areas for consideration:

- Need for a comprehensive list of existing planning frameworks withing the service area
- Freight Mobility
- Implementation of Quiet Zones along existing Sounder rail lines
- Workforce transportation
- Displacement
- Parks, greenbelts, recreation, and open space.
- Easement activation: maintain public access, reduce defensive strategies, and minimize enforcement.
- Timeline and coordination with replacement of Fishing Wars Memorial Bridge

We recognize that the project horizon will require significant and sustained engagement. The Chamber and MIC are committed to this work.

Sincerely,



Andrea Reay  
President & CEO  
Tacoma Pierce County Chamber



Ryan Spence  
Director  
Manufacturing Industrial Council



**From:** LaDonna Meadows <LaDonna@Tacomarv.com>

**Sent:** Friday, January 31, 2025 8:47 PM

**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>

**Subject:** location in front of my property /8507 Pacific Hwy. E

I am the Owner of the property at 8507 Pacific Hwy. S.

After being at your meeting and getting information last night 1/30. If you use the Pacific Hwy route, I would vote for the tracks to run a little on my

Property NOT down the center of Pacific Hwy. I have a RV Service center and it would be too hard for my customers not to be able to turn right or left when leaving or entering my property with their big 40ft RV's

LaDonna

Cell #206-795-9818



**LaDonna Meadows**

**P:** 253.896.4401 **Ext:** 228 | [www.TacomaRV.com](http://www.TacomaRV.com)

6300 Pacific Hwy E. Fife, WA 98424

## **Online open house submittal**

**Feb 5, 2025 6:38:36 am**

Anonymous36

As a business owner in the dome district, the Freighthouse square options , preferably being the one that leaves Freighthouse Square intact, are the only options, in my opinion, worthy of consideration. The 26th street option would be more expensive and the congestion factor would be much worse than the other options due to Tacoma Dome event crowds, both foot traffic and the horrible car traffic backups of concert attendees, plus public bus traffic slowdowns. Plus the 26th street option destroys two of the more unique retail storefronts Tacoma has to offer, our Used Bookstore, the largest in the state, and the next door Cake Studio, which has been featured in many local news stories and awards. If Dicks Restaurant in Kent was important enough a local business to change settled plans on its demolition, I would hope you give consideration to two unique businesses that have thrived in the Dome District for many years.  
Larry Jezek Tacoma Book Center

## **Public Hearing Testimony**

Ken Garvin

I'm the owner and operator of Federal Way Tire City on the corner of 356th Street and Pacific Highway. I've been on that corner for 13 years, so this is kind of a rough situation for me because it appears that my business may be impacted by the light rail.

I'm trying to figure out timeframes. What does it look like? How do I continue to survive after this with the confidence that I have now in the location that I'm in with my reputation in the community and being able to continue with the sales that I do on a daily basis that takes care of my employees and the community and myself as well?

From the looks of it, I'm still really in the dark about the situation. I don't own the land, but I signed a 20 year lease for the property.

I was intending on being there forever, and then started getting phone calls about a year ago about relocating and things like that. It got me pretty nervous.

I'm trying to figure out what that looks like for a business owner that might be impacted by this light rail project.



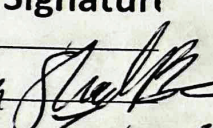
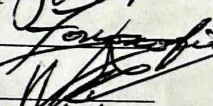
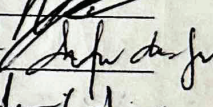
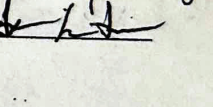

## Petition

This petition of: Federal Way Tire City Inc.

Draws to the Attention of the: Light Rail

We therefore demand for the following: Save our Shop

We, the undersigned affix our signatures in support for the petition for (state reason)

Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
2/8/25	Shad Beach		253 260888	shadchris@gmail.com	
2/8/25	PETELD		(253) 508-8247		
2/8/25	Wilma		246-973-6164	WilmaZantune@gmail.com	
2/8/25	Antonia		253-632-1844	limantonia 0917@gmail.com	
2/8/25	Joan		253-632-7202	chrylles003@gmail.com	



# Petition

This petition of: Federal Way Tire City Inc.

Draws to the Attention of the: Light Rail

We therefore demand for the following: Save our Shop

We, the undersigned affix our signatures in support for the petition for (state reason)

Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
2/5/25	Joseph San Jose	3611 1st NE #232	253 6535943	JosephSanJose@gmail.com	[Signature]
2/7/25	Brycen D. Murtin	3615 8th AVE SW	253-221-5446	BrycenD1120@gmail.com	[Signature]
	Cory Moulton	2003 SW 31st PI	253 3764	Cory.Moulton@gmail.com	[Signature]
2/7/25	Stacie Mendoza	31922 1st AVE NE	(206) 327-7035	StacieMendoza@gmail.com	[Signature]
2/7/25	Don Ward	2501 56th Ave NE Tacoma WA	253 8867875		[Signature]



# Petition

This petition of: Federal Way Tire City Inc.

Draws to the Attention of the: Light Rail

We therefore demand for the following: Save our Shop

We, the undersigned affix our signatures in support for the petition for (state reason)

Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
2/5/25	Alea Rolison	17170 SE 2 <sup>nd</sup> St 5115 Pacific Hwy E F.R. WA 98124	214-7625267		<i>Alea Rolison</i>
2/4/25	Anira Ferguson	12075 SE 14 <sup>th</sup> St Kent WA	253-999-8817	a.rolison@tele79@	<i>Anira Ferguson</i>
2-5-25	Curtis/Holton		206-602-0885	mojo2caramel2@gmail.com	<i>Curtis/Holton</i>
2-5-25	Jason Douglas		253-3345721	Jason Douglas	<i>Jason Douglas</i>

Curtis Holton 6@gmail.com



## Petition

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Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
2/3/25	Michael Berkshire	29010 40th Ave S	253 921 2641		Michael Berkshire
2/3/25	Charles Bern		253 217 6977		Charles Bern
2/3/2025	Ang Perry		253 217 6420		Ang Perry
2/3/2025	Abdineobib mohamed	3800 555th St	206 247 4031	Najibmohamed@gmail	YHA
2/3/2025	Donny Thayer		206 773 5149	ddthayer206@gmail	Donny Thayer



# Petition

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Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
02/02/25	Robbin Peterson	2676 S 300th Fed Way	robbinrae@		
2/2/2025	KCEE DAWID	2676 S 300th Fed Way	98003	akks8101@outlook.com	
02/02/25	David Blum	253 231 2001, 7003 Tacoma	3898	d.blynn@184ignat	
02/2/2025	Brycen Dillworth	30315 8th Ave SW	253-221-5946	brycendillworth@gmail.com	
2/3/2025	Leto Berkshire	29010 40th Ave S. Auburn	253-921-2441	l2acberkshire@1112.com	



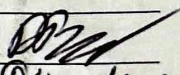
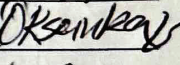
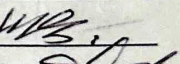

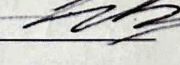
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Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
2/1/25	Alex Gerasimov	3138 12th Ave Federal Way	257 545-7382	Vip enclosed@yahoo.com	
2/1/2025	OKSana Kiriakid	Federal Way	253-545-1381	Alexis_solnishko@yahoo.com	
2/1/2025	Marquese	Federal Way	206) 578 7111	Marquese Bell 103@gmail.com	
2/1/2025	Sam		253 545 2236	Bulko@gmail.com	
2/1/2025	DON KYLE		319 414 3938		



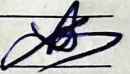
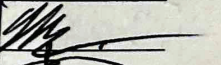

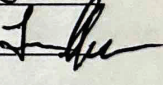
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Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
1/30/25	Lateell Bogan		206 487-9201	lboganSr@hotmail.com	
1/30/25	Jaylen Bogan		206-412-1815	BoganJaylen15@gmail.com	
1/31/25	Mike Perdue		853 290 0128	27Perdue@gmail.com	
1/31/25	Steve Anderson		206 979 1904	stiv8989@gmail.com	
1-31-25	Tressie Meeden		853 240 6881	Tressbittsey@gmail.com	



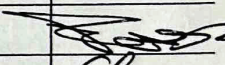
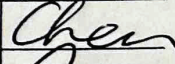
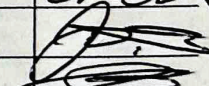
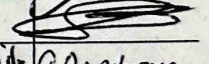
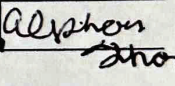
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Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
1-31-25	Petrack Dzurcanin	PO Box 98003 3901 Fed Way 1301 S 359th St	206 412-0829		
1-31-25	Peter Lee	Federal way			
1-31-25	Jessica McLean	21900 SE WINTER RD Maple Valley	206 300 8034		
1-31-25	Jay Phonda	603-10th Ave Milton WA 98354	253-38-5748		
2/1/25	Thomas Alphonso	17120 Southeast 276th Street Covington WA	253-452-6118	kingofapps39@gmail.com	



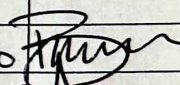

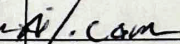

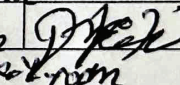
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Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
2/1/25	Rebecca Crandell		253-245-7364	rcrandell03@yahoo	
2/1/25	Angel DEMACIO		253-245-7389	Ademacio07@yahoo	
2/1/25	ANORE GAYSON		206-229-4383	orellycon@yahoo.com	
2/1/25	EUGENIA		253 414 4078	juneboaz@gmail.com	
2-1-25	Jesurada		253 421 8552	Jesurada@comcast.net	



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Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
1-30-25	Miranda Bacon	10305 15th Ave Ct E, Tacoma	813-928-3220	mbacon@ATD.com	<i>M. Bacon</i>
1-30-25	John Heinzelmeier	22614 96th St E Burley	3602618610	HEINZ1MEIRA@GMAIL.COM	<i>John Heinzelmeier</i>
1-30-25	Kassandra Nichols	611 E 91st St Tacoma	9732197477	kaschronic@gmail.com	<i>Kassandra Nichols</i>
1-30-25	Joseph Cordle	521 8th St SW Auburn	253-553-7915	jcordle@card.com	<i>Joseph Cordle</i>
1-30-25	Joey Muller	21750 80th St Tacoma WA	(360)349-1741	JMuller@ATD.com	<i>Joey Muller</i>



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Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
1/30/25	Joseph		425 435 3631	lows/lows624@gmail	
1/30/2025	John		425 435 3631	Praantill@gmail.com	
1/30/2025	Jose Martinez		(206) 284-5594	Martinezj1987@gmail.com	
1/30/2025	William Valdez		(253) 721 97330	williamrvaldes@gmail	
1/31/2025	Tanner Camplin		(253) 213-2580	tannercamplin@gmail	



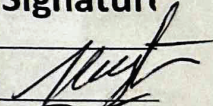
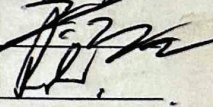
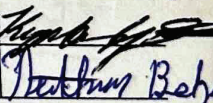


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Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
1-30-25	Jimmy Tran	1422 Brown Point	206 334-8819		
01-30-25	Tristen Wagner	1753 146th St SW Lakewood, WA	253-298-7622	tristen.w@gmail.com	
01-30-25	Ken Garvin	35516 Pacific Hwy	253-457-0259	garvin-kenneth@gmail.com	
01-30-25	Kymberly Smith		253-388-9257		
01-30-25	Nathan Behne	3630 45th Pl SW	253-886-6044	nathanbehe@gmail.com	



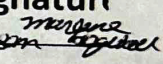
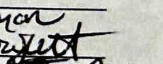
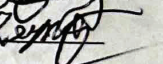
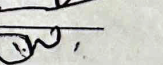
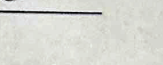
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Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
1-29-25	Marlene Hegwood	2301 I Street W. Auburn	253-205	Partygray69@yahoo.com	
1-29-25	Ryan Howlett	33029 4th St S. Federal Way WA	206 407-9328	24w409085@yahoo.com	
1-29-25	Anthony Reynolds	36403 For Hwy 50	253 297-7944	reynolds62@msn.com	
1-29-25	Joseph Tran	1300 SW 348 St Federal Way	206 604-9989		
1-29-25	Monica Wang	962 SW 1st Ave	206 5781637	kearlwangvict@gmail.com	



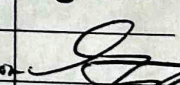

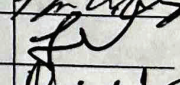
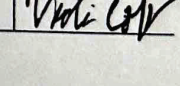
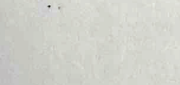
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Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
1/29/2025	Alexander Schuch	2100 Schuch	253-247-0703	sigastorm510eott@icloud.com	
1/29/2025	Hunter Gynon	2759 45th Ave SE Seattle, WA	505-934-0210	HGynon@gmail.com	
1/29/25	Dean Veatch		253-797-8552		
1/29/25	Sam Mark	2100 Schuch	253-456-3280	smark@icloud.com	
1/29/25	Victor C. G. G.		253-786-0209		



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Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
1/29	Robert Phillips	1803 2 <sup>nd</sup> St SE Burien, WA	253-344-6298	RobertPhi314@gmail.com	Robert Phillips
1/29	Diamond Ransom	3207 5th Ave NE	253 660 3822	Yanaram@icloud.com	Diamond
1/29/2025	Sierra Swan		253 442 3483	Sierra07@icloud.com	Sierra Swan
1/29/2025	Alex Bort	123 3 <sup>rd</sup> St SE Burien, WA	253 457 4421	alex.bort4@gmail.com	Alex Bort
1/29/2025	Don Gallagher	16605 33 <sup>rd</sup> Ave F.W. 98003	253-344-8587	-	Don Gallagher



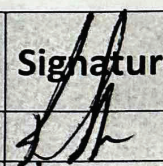
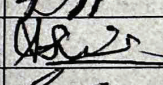
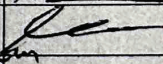

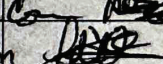
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35516 Pacific Hwy S. reason) Federal way WA 98003

Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
1/29/25	Ken Garvin	35516 Pacific Hwy	253-457-0259	garvin-kenneth	
1/29/25	Ahmed		206-488-7467	gwako84@yahoo.com	
1/29/25	Juan Carlos Vique	1301 11th Ave NW	318-652-9804	Juan Carlos Vique	
1/29/25	Alan Bergstrom		360-441-3854	Alan Bergstrom 43 @ Gmail	
1/29/25	JOE CAMO	30909 16th place	206-586-3062	carosaltos528@gmail.com	



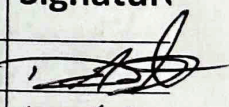
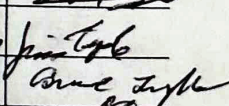
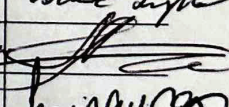
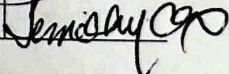

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Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
02/03/2025	Donald Demetrio	38246 <sup>49th</sup> ave	702/715-2303	Don7244259caddy	
02/03/2025	James Temple	<sup>Augurn</sup> NONE	(661) 483-0980	at Gmail.com - Jim.temple@gmail.com	
02/03/25	Connor Temple	NONE	661-744-4900	ctemple@gmail.com	
02/03/25	Dima Melnychuk	32822 20th Ave SW Federal Way	253 224 7997	dmsdxd@gmail.com	
2/03/25	Timothy	1021 21st Ave SW Seattle	206 878 7989	Timothy.Corscage@gmail.com	



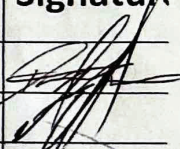
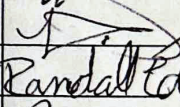
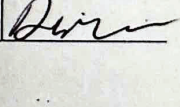


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Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
1-30-25	ROBERT MORGAN	2122 78TH ST CT CT E	253 961-4016	ROBMORG7890@GMAIL.COM	
1-30-25	Andrew Vaughn	8150 106th Pl SE Albourn, WA 98092	360-622 8027		
1-30-25	Tonya L. Blackwell	7218 114th St Ct E Puyallup, WA 98372	253-882-8173	Tonyaleigh90@gmail.com	
1-30-25	Randall Edar	3609 11 327th Enumclaw WA	360-963 5384		
2-4-25	Dario Jones	2510 24th St Ct E Tacoma	360-298-7637		



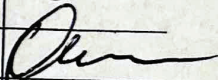
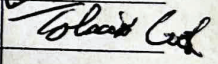
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Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
2-8	Dameon		253-259207	Dameon Buttlers-Lowell	
2-9	Tobias		253-375-5501	com	





## Prevent the Destruction of Federal Way Tire City Due to Light Rail Path

Sign petition

22

Verified signatures ▾



Decision Makers: Susan Honda +2

### The Issue

My name is Rachael the office manager at Federal Way Tire City. Over the years, I have gained considerable knowledge and experience by working here. Our shop has been a reliable fixture in the community for 53 years, providing jobs and services to our hardworking town. But today, our beloved tire shop is under threat.

The proposed light rail path would potentially demolish our longstanding business if we do not make our voices heard. Light rail transportation certainly has its benefits, yet it should not come at the cost of decades-old community establishments. Cities around the world have effectively integrated new infrastructure without demolishing the old, maintaining a balance between growth and preservation.

It is crucial for our community to do the same, finding a path for the light rail that would not jeopardize businesses like ours. This tire shop is not just a place where people come to get their cars serviced; it's a piece of our town's history, a place of learning and camaraderie. If the proposed path for the light rail goes ahead, jobs will be lost, community members will be displaced and a piece of our town's heart will disappear.

In the spirit of preservation and sustainable growth, we urge our city council members and transportation authorities to save Federal Way Tire City and find an alternative for the proposed light rail route. Please sign this petition supporting not just the survival of our tire shop, but the preservation of our community. Your signature means one more supporter for the heart and soul of our town.

[Report a policy violation](#)



**Rachael Catlett**  
Petition Starter

Media inquiries

### The Decision Makers



**Susan Honda**  
Federal Way City Council - Position 3

🕒 No response (notified 40 days ago)

Email decision maker



**Linda Kochmar**  
Federal Way City Council - Position 7

No response (notified 40 days ago)

Email decision maker



**Jack Walsh**  
Federal Way City Council - Position 5

No response (notified 40 days ago)

Email decision maker



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Petition created on January 31, 2025



February 10, 2025

Sound Transit  
401 S Jackson St.  
Seattle, WA 98104

RE: Public Comment on the Tacoma Dome Link Extension Draft Environmental Impact Statement

Dear Sound Transit Board,

Transportation Choices Coalition (TCC) is a statewide nonprofit dedicated to expanding and improving public transit options across Washington State. We appreciate the opportunity to provide input on the Draft Environmental Impact Statement (EIS) for the Tacoma Dome Link Extension (TDLE). Based on the Draft EIS, we strongly urge Sound Transit to select an alignment that prioritizes ridership, connectivity, and equitable access for the communities that rely on transit the most. The extension must:

1. **Focus on Reliability and Travel Time for Riders** – The chosen alignment should prioritize travel time reductions and system efficiency to improve the experience for riders and provide a competitive alternative to driving. Avoiding alignments that increase delays or circuitous routes is critical to making the system an attractive choice for daily riders. Additionally, maintaining the least amount of service interruptions on the T Line is essential to avoid disrupting transit access for Tacoma residents during construction and after TDLE implementation.
2. **Maximize Accessibility and Transit-Oriented Development** – Stations should be placed where they will serve the highest number of riders and connect seamlessly with local transit, biking, and pedestrian networks. The alignment should facilitate dense, walkable, and affordable housing development near stations to support long-term transit use. In Tacoma, this includes ensuring that station locations are convenient and well-integrated with existing transit services, including Pierce Transit and Sounder rail connections.
3. **Seamless Multimodal Integration** – Stations should be designed to ensure easy transfers to buses, bicycles, and other non-car modes of transportation. Parking facilities should not overshadow the need for high-quality pedestrian and bike access to stations. In Tacoma, special attention should be given to integrating TDLE with existing transit infrastructure, including maintaining the connectivity and efficiency of the T Line.

We urge Sound Transit to select an alternative that prioritizes transit riders' experience while fostering sustainable, people-centered growth in the South Sound region. Thank you for your commitment to expanding transit access, and we look forward to continued engagement in the TDLE planning process.

Sincerely,

Katy Ricchiuto  
**Policy Director**  
**Transportation Choices Coalition**



February 10, 2025

**SENT VIA EMAIL (TDLINKDEIS@SOUNDTRANSIT.ORG)**

Sound Transit

Attention: Elma Borbe, Senior Environmental Planner

401 S Jackson Street

Seattle, WA 98104

Re: Tacoma Dome Link Extension Draft Environmental Impact Statement –  
Comment Letter

Dear Ms. Borbe:

This office represents Walmart, Inc. (“Walmart”). Please accept this correspondence as a comment letter on the Tacoma Dome Link Extension Draft Environmental Impact Statement, circulated for public review from December 13, 2024 to February 10, 2025.

Upon review of the DEIS, Walmart has determined that three of the four potential alternatives<sup>1</sup> would severely impact operations at Walmart Store 3794 located at 34520 16th Ave S, in Federal Way, Washington (“**Walmart Property**”), substantially impair the highest and best use of Walmart’s Property, and cause Walmart to incur significant damages. Walmart submits the following comments and questions related to the DEIS:

- **Business Interruption and Damage to Walmart’s Property:** With approximately 300 associates, Walmart has been serving customers in Federal Way for over 19 years with thousands of grocery, home goods and pharmacy transactions a day. While the DEIS acknowledges the possibility for temporary impacts to businesses during construction—specifically, reduced sales resulting from changes in traffic, access, parking, and visibility because patrons might choose to avoid construction areas or have greater difficulty accessing retail businesses near construction activity<sup>2</sup>—the DEIS does not adequately address permanent impacts that may be experienced by businesses who are not fully displaced but will have severely impacted operations long-term. For example, under the SF 99-West and 99-East Alternatives, the construction limits would be immediately

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<sup>1</sup> The SF Enchanted Parkway Alternative and the SF 99-West and 99-East Alternatives would bisect the Walmart parking lot; the SF I-5 Alternative would not impact the Walmart Property.

<sup>2</sup> DEIS at page ES-38.

adjacent to the existing Garden Center entrance, impacting store access and operation and potentially having larger operational consequences. The SF 99-West and 99-East alternatives would also eliminate necessary parking and electric vehicle charging stations, impair Walmart's ability to operate large-scale retail on its Property, and potentially require redesign and/or redevelopment of Walmart's Property.

- **Temporary removal of parking spaces:** With regard to the Walmart Property parking lot, the DEIS states that the SF Enchanted Parkway Alternative would temporarily affect approximately 250 parking spaces for use in construction staging. Both the SF 99-East Alternative and SF 99-West Alternative would affect more parking spaces temporarily, with approximately 405 spaces that would not be accessible during construction. What mitigation solutions will be offered to address this serious parking deficiency during construction? No applicable measures are currently proposed under Section 3.8.2.
- **Permanent removal of parking spaces:** Of the private parking spaces permanently removed under each of the South Federal Way Alternatives identified in Table 3-15, please identify how many parking spaces would be permanently removed from the Walmart Property under each alternative. The DEIS states: "For acquired off-street parking resulting from partial property acquisitions Sound Transit would provide private business owners with fair market value of the acquired spaces." Please provide an explanation of this process and how the fair market value will be calculated.
- **Elimination of Electric Vehicle Charging Stations and Related EV Infrastructure:** Walmart provides electric vehicle charging stations for members of the public. In this regard, the Walmart Property contains existing electric vehicle infrastructure charging stations, operated by Electrify America and powered by 100% renewable energy, and is poised to support additional improvements. The current DEIS does not address the elimination of this charging corridor. Please provide an explanation regarding Sound Transit's consideration of taking property that is used for clean energy infrastructure that is implicated by the SF Enchanted Parkway, SF 99-West, and 99-East alternatives, but which is not implicated by the SF I-5 Alternative.

- **“Purpose and Need” for TDLE Project**

- It is unclear whether the forecasted population and employment growth statistics necessarily infer an increase in *transit ridership*, due to the increase in remote work opportunities post-COVID. This trend was likely not captured in the 2020 U.S. Census Data regarding commuters cited in DEIS Section 1.2.2.3. Likewise, use of a 2016 base year does not adequately capture the post-COVID environment, with many former commuters now permanently working remotely. The DEIS acknowledges that since 2020, transit ridership on Sound Transit, King County Metro, and Pierce Transit services continues to recover, but remains lower than pre-pandemic 2019 ridership for all three agencies as of 2024; and that “trends in regional transit ridership remains lower than 2019 ridership”.<sup>3</sup> The fact that regional traffic volumes have returned to levels similar to the pre-pandemic 2019 average annual daily traffic does not necessarily translate to transit ridership demand. The “Projected New Transit Trips” for 2042 was likewise based on early 2020 (pre-COVID) data<sup>4</sup> and does not account for changed commute trends. Therefore, without more recent data, it is speculative to assume that the TDLE would generate 11,000 to 16,000 new transit riders; or that the resulting VMT reductions would be accomplished. Given the disruption to residents and businesses (in many cases irreversible due to necessary acquisitions) and numerous environmental impacts, it is critical that the justification for the TDLE be adequately substantiated with more recent commute survey data.<sup>5</sup>
- In recent years, Washington State has enacted legislation and associated administrative rules to move towards zero emissions for roadway travel. As a result, under current law, no gas-powered passenger vehicles will be sold in the state after 2035. In addition, Washington continues to incentivize the purchase of electric vehicles, for example with sales and use tax exemptions for electric vehicles. Overall, electric vehicle travel is anticipated to become an integral part of local and

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<sup>3</sup> DEIS at Section 3.1.1.

<sup>4</sup> DEIS Table 3-8.

<sup>5</sup> See, e.g. Prestrud, C., Washington Policy Center, Implications of Shifts in Commuting, October 3, 2023. Website: <https://www.washingtonpolicy.org/publications/detail/implications-of-shifts-in-commuting>: “For example, the [Puget Sound Regional Council’s] 2050 Plan assumed transit ridership would more than double by 2030, but between 2019 and 2022 ridership fell by more than 30%. The large ridership increase assumed by PSRC now looks highly improbable...The pre-COVID baselines used in prior plans need to be replaced with more recent trend data. This may prompt some uncomfortable policy discussions, nobody likes to abandon an attractive vision, but wishful thinking isn’t an effective strategy. Updated plans should face up to the change in travel behavior and take advantage of the opportunities that have been created by technology and the increase in working from home.”



regional transit with anticipated impacts on greenhouse gas emissions. However, the DEIS does not address how the need for the TDLE may be impacted by the broader shift towards electric vehicle systems or discuss which of the alternatives would result in the elimination of electric vehicle charging stations and to what extent, or how such elimination would impact the need analysis regarding the TDLE.

- **Air Quality and Greenhouse Gas Emissions**

- While Section 4.6 of the DEIS discusses Air Quality and Greenhouse Gas Emissions with references to the EPA emissions modeling system, it does not specifically address the impact of Washington law regarding electric vehicles or how that law may impact the EPA modeling or its assumptions when evaluating the No-Build Alternative and Build Alternatives.

- **Safety:** The DEIS addresses potential conflicts with other modes of travel,<sup>6</sup> but fails to address safety of the light rail system itself. This is a concern given that the track is proposed to bisect the Walmart parking lot, where patrons and vehicles will be located below and a derailment or structural failure could be catastrophic. Such safety issues may render additional portions of Walmart's Property unusable for any purpose.

- **Track Height:** It is difficult to determine the proposed height of the elevated track that would traverse the Walmart Property; the DEIS states that an "elevated guideway must have a minimum clearance of at least 16.5 feet over roadways and 23.5 feet over railways, but topography and other considerations can result in a profile as high as 50 feet or more". The proposed height of any track on the Walmart Property is critical to understanding potential safety risks.
- **Speed:** Section 2.1.1 of the DEIS states that track speeds "of up to 55 miles per hour" could occur. Please provide the estimated speeds that would occur along the segment that is proposed through the Walmart Property, which is also critical to understanding potential safety risks.

Walmart urges that the SF I-5 Alternative be identified as the preferred alternative for the South Federal Way Segment, on the basis that it would have the fewest residential, business and employee displacements and fewer private property acquisitions than any of the other alternatives, in addition to the fewest noise and vibration impacts and the removal of the fewest private parking spaces.

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<sup>6</sup> DEIS at Section 3.7.

The SF I-5 Alternative would avoid all impacts to historic resources and is also at the lower range of probable cost compared to the other alternatives.<sup>7</sup> The I-5 Alternative would not require any easements over Tribal lands,<sup>8</sup> and would have the fewest utility conflicts.<sup>9</sup>

Sincerely,

FENNEMORE CRAIG, P.C.

A handwritten signature in black ink, appearing to read "Brandi B. Balanda". The signature is fluid and cursive, with the first name "Brandi" being the most prominent.

Brandi B. Balanda

cc: Mr. Matthew Nelson  
Ms. Tracy Inscore

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<sup>7</sup> DEIS p. ES-16 to ES-17; Table ES-3; Table ES-6; Table 3-15; Table 4.3-1.

<sup>8</sup> DEIS Table 4.1-3.

<sup>9</sup> DEIS Table 4.15-2.



**From:** Alex C [REDACTED]  
**Sent:** Sunday, February 9, 2025 6:12 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** PROTECT FREIGHTHOUSE SQUARE

Don't destroy Tacomas history! Build around it.

Thanks

Alex

**From:** Michael A [REDACTED]  
**Sent:** Sunday, February 9, 2025 10:23 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** do not ruin the freight house square

Seriously do not put this in a place that will harm the freight house square. if i had to choose east 26th seems fine. i ride the bus often and would love to take light rail but just be kind to the neighborhood.

**Online open house submittal**

**Dec 13, 2024 1:57:54 pm**

Anonymous1

Hello, Please continue the 590/594/578 after Federal Way Station opens in 2026. There are too many ongoing, regularly occurring issues with this line to take away our BUS lifeline into the big city. Thank you, Concerned Harborview/UWMC Staff Member

## **Voice message submittal**

Anonymous 1#

Hi, uh please don't destroy Freighthouse. Um I would prefer either the 25th St. E alternative or the 26th St. alternative. Um please take that into consideration without destroying Freighthouse Square. Thank you so much. Bye bye.

**Online open house submittal**

**Dec 13, 2024 2:53:29 pm**

Anonymous2

The connection from the Portland Avenue station to the opposite side of I5 will be critical - it needs to be safe, well lit, accessible and direct. Noise mitigation for the road should also be considered, for pedestrians, and people waiting for trains.

**Online open house submittal**

**Dec 15, 2024 11:25:25 pm**

Anonymous3

Get through the process as fast as possible. Get to the real design phase



## Online open house submittal

Dec 16, 2024 12:13:42 am

Anonymous4

Thank you for providing opportunity to comment on Sound Transit and FTA's Draft EIS for the Link Light Rail Tacoma Dome Link Extension (TDLE). I have reviewed summary documents for station and alignment options and have the following thoughts as you determine preferred alternatives for alignments and stations. Overall, Sound Transit must consider the potential for station area redevelopment - especially creation of mixed uses and regional housing supply. These not only generate much needed residential stock and have potential to filter existing Puget Sound residents to station area housing (to take advantage of transit commuting options lacking near their current homes), but ultimately also improve regional property and sales tax base with newly assessed ad valorem assessments and (if integrated with mixed-use) sales taxes - which support Sound Transit operations, state and local budgets, and local commerce. In addition, providing integrated local and regional transit connectivity should be a key consideration. While all such impacts and factors should be carefully consulted with local and tribal officials and to avoid extreme housing displacement, commercial enterprises can be relocated; wetlands can be mitigated with off-site acquisition and, as with ST2 package projects recently opened and nearing completion, conscientious environmental design along alignments and at stations plus off-site improvements as needed.

1) South Federal Way: I would urge Sound Transit to advance SF 99-352nd Station and SF 99-East as preferred alternatives. These provide the greatest potential for station area redevelopment, which is key for a stop in this otherwise sprawled and mostly lower-density area. Non-motorized improvements as identified in the Station Area Report should be prioritized, planned, designed, budgeted, and completed contemporaneous with TDLE project. The Garage Parking Option should be advanced, and vacant lands at the station site adjacent to S 352nd and S 356th should be considered for sale/redevelopment.

2) Fife: I would urge Sound Transit to advance Fife Median and the Fife Station as preferred alternatives. These result in the least displacements and align with municipal plans. Non-motorized improvements as identified in the Station Area Report should be prioritized, planned, designed, budgeted, and completed contemporaneous with TDLE projects. An 1-5 non-motorized crossing feels like overkill and should be scrapped.

3) Tacoma: I would urge Sound Transit to advance Portland Avenue Station (no span) and Tacoma 25th Street-West stations and concurrent alignments as preferred alternatives, with the following comments:

a. The Portland Avenue Station (no span) is preferable IF it contains better pedestrian access across I-5 to EQC and the Puyallup Tribal Headquarters. The sections of East 27th and East 28th Streets are functionally transition zones serving as a local off- and on-ramp to I-5 at Portland Ave and Bay St/East R St/East S St. Google Maps Streetview makes it clear enough just how hostile the bike/ped environment is at E 27th/28th and Portland Ave - and I would urge all Sound Transit board members to walk from the proposed station area to the Tribal Headquarters any time of day to appreciate the deficits of the built transportation environment. Put more directly: I would urge Sound Transit to specifically advance Crossing Project PA 5, for a new non-motorized bridge between the station at EQC elevated over I-5, E 27th and E 28th.

\*NOTE: Revisit southbound forecasted daily station boardings. Is Sound Transit confident that no riders will travel south from Portland Ave to the Tacoma Dome - even those that made a trip to Portland Ave earlier the same day (work, play); or area residents transferring directly to TCC from the Dome District in the same Forecast year, or intercity passenger trains to Portland OR?

Use the noodle to massage the model. b. The Tacoma 25th Street-West Station option is the least bad of all options. In the most ideal world, a single regional station would provide direct (cross-platform/cross-station) access between the Sounder S Line, T Line, and Link Light Rail TDLE alignment platforms. It's a shame that despite owning heavy commuter rail right-of-way used by interstate and long-distance Amtrak services along with regional commuter trains, and currently planning bespoke elevated guideways, the slew of existing properties and infrastructure in the area make a true Dome District transit hub infeasible. That said, Sound Transit should work closely with property owners and businesses in the Freighthouse Square area - particularly the existing Amtrak/Sounder station - to maximize existing facilities to the greatest extent possible before developing any wholly disconnected ("shiny new") station or waiting areas, and should work to functionally integrate platform accesses to existing transit and parking infrastructure as provided in conceptual site plans; particularly, a pedestrian bridge across Sounder S Line tracks and to the existing parking garage(s) (TD 6 Crossing Project). More specifically: Sound Transit should not spend a single additional red penny on, plan, or physically develop a single additional car parking space in this area. Look at Google Earth: if the "parking problem" has not been solved near the Dome, it never will be. c. With the preceding, Pierce Transit, Sound Transit, Amtrak and other intercity passenger transportation services must modernize schedules to better align local bus, regional bus, Line 1, T Line, Sounder S, and intercity bus and rail service frequencies/headways at Tacoma. In particular, by the time of TDLE Line 1 operations, Sound Transit should fully operate at peak 10-minute T Line frequency as promised but immediately reneged without any local consultation upon commencing revenue service.

**Online open house submittal**

**Dec 18, 2024 3:40:42 pm**

Anonymous5

I am very excited about the light rail linking with Seattle. I like the Federal Way stop near the Costco (Blue line) the best. I also like the routes that stay as close to the highway as possible.

**Online open house submittal**

**Dec 19, 2024 11:58:17 am**

Anonymous6

SF Enchanted Parkway Alternative is my choice.

**Online open house submittal**

**Dec 21, 2024 10:30:36 pm**

Anonymous7

I like the purple or orange routes best.

## **Online open house submittal**

**Dec 22, 2024 8:10:48 am**

Anonymous8

I strongly support the Tacoma Close to Sounder option for it having the future ability to become a hub for public transport not only in Pierce county but up to King and the entire west coast (with high speed rail a few years out). While the displacement of businesses at Freighthouse Square is unfortunately, this is largely a food court and the economic impact to the region for a true hub will far outweigh the loss today. The ride from Tacoma to Seattle on the S line is ~1 hour and those coming in to Park at the TDS may come from 15-30 mins out. To encourage transit use (rather than drive and using the P&R), the connection switch needs to be as fast or faster to compete with this option.



**Online open house submittal**

**Dec 22, 2024 9:21:28 am**

Anonymous9

I worry about the intersection by Costco. I Think Orange with a station off Pacific would be far preferable than to have a station off enchanted.

**Online open house submittal**

**Dec 27, 2024 8:05:09 pm**

Anonymous10

This station in Tacoma Dome needs to be nice! It should be enclosed since it is the end of the line. It shouldn't look like your suburban stations. We waited forever even you got to the Eastside when our economy needs this in Tacoma. Finally provide retail spaces for more businesses, better connectivity to other transit that is right in that footprint like skyways or something. People shouldn't have to cross train tracks in a busy urban neighborhood like Tacoma Dome!

**Online open house submittal**

**Dec 28, 2024 8:29:46 pm**

Anonymous11

The least disruptive route through Federal Way is I-5 (the pink/fuchsia line) line. Don't take it on 99 or through neighborhoods. Keep it with the freeway.

**Online open house submittal**

**Jan 1, 2025 10:56:50 am**

Anonymous12

Hello, can we please expand the tram system to the north end of tacoma. I understand the need for TCC to have transit, however a major residents hub like the northend would be very crucial as well.



**Online open house submittal**

**Jan 2, 2025 3:22:11 pm**

Anonymous13

I think the Tacoma Dome station options need to preference connectivity to other transit options.

**Online open house submittal**

**Jan 13, 2025 6:13:24 pm**

Anonymous14

There should be no stops between Federal Way and Tacoma. There is NO NEED for a stop between the Federal Way stop and Tacoma. Get this done. I live in Tacoma and voted for this. Apparently, this portion of the system took a back seat to the wealthier areas of the King County. I'm 64. I'd like to be able to utilize the system/my tax dollars before I die.

**Online open house submittal**

**Jan 14, 2025 9:55:54 pm**

Anonymous15

It's my understanding the line will end at TCC. I'd like to know what your plans are to prevent homelessness from expanding at the green belt close to the end of the line where it is already an issue

**Online open house submittal**

**Jan 15, 2025 11:50:23 am**

Anonymous16

Not only will residents from Tacoma to Federal Way will use this route, but people from Auburn will also make connections to work southbound. We should keep up this form of mass transportation because we have outgrown our freeways.



**Online open house submittal**

**Jan 16, 2025 2:36:40 pm**

Anonymous17

I just watched the Milton City Council meeting. Routing on the west side of 99 is the only route that displaces residents. These are low income residents. We are in an affordable housing crisis. This directly conflicts with the goals of the state to create more affordable housing.

**Online open house submittal**

**Jan 19, 2025 7:58:32 am**

Anonymous18

There's no station in Milton, just like there's no exit off I-5 in Milton. To minimize disruption, sprawl, and noise pollution--or at least to keep it all together--the line should be run down I-5. It's the fairest thing to do this for this community considering there's not even a station.

**Online open house submittal**

**Jan 21, 2025 7:14:37 am**

Anonymous19

All I can say is, make it happen. We've been wanting this for a decade now. The draft looks good in the preferred stops. However, I feel like a city is missing, like Milton, and Wildwaves too needs a station.

**Online open house submittal**

**Jan 21, 2025 12:46:42 pm**

Anonymous20

Make sure to leave space for a high speed rail station at Tacoma Dome



**Online open house submittal**

**Jan 24, 2025 5:54:08 am**

Anonymous21

Save Frieghthouse! It is the home of several small businesses that help your community thrive.

**Online open house submittal**

**Jan 24, 2025 6:31:39 am**

Anonymous22

Don't demolish freighthouse square. There's many small businesses and it's a historic site.  
Please find a different path.

**Online open house submittal**

**Jan 25, 2025 4:38:40 pm**

Anonymous23

South Federal Way I-5 Alternative is the best option. We want minimal impacts to businesses as possible

**Online open house submittal**

**Jan 27, 2025 12:55:13 pm**

Anonymous24

Don't destroy freighthouse station its a vital part of the community. I would go there all the time for food in between waiting for public transportation.



**Online open house submittal**

**Jan 28, 2025 11:59:01 am**

Anonymous25

I live near the proposed SF I5 Alternative Route and SF I5 Station, This route will pass closest to my residential property and have the highest noise impact on myself and the local wildlife habitat. However I reluctantly prefer this route and station location as it will be the most likely to come in at or under budget and will have the least adverse impact upon local residential, business, traffic, and the natural environment. I also am opposed to the Porter Way routing due to the adverse environmental impact.

**Online open house submittal**

**Jan 28, 2025 7:59:27 pm**

Anonymous26

Please be sure to make a train Stop in Fife WA with a parking structure that has security cameras.

**Online open house submittal**

**Jan 30, 2025 11:08:34 am**

Anonymous27

I think it's a great idea! The extension helps minimize a lot of the congestion on the roads and is a more "green" option.

**Online open house submittal**

**Jan 30, 2025 3:19:25 pm**

Anonymous28

I would love an option that connects tacoma and seattle without having to drive on I5. It would make it much easier to go see family or for family to come up and visit.

**Online open house submittal**

**Jan 30, 2025 8:10:50 pm**

Anonymous29

I would love if this link extension would be put in place!



## **Online open house submittal**

**Jan 31, 2025 1:27:29 am**

Anonymous30

I think the SF 99-352nd Station is the best option for the South Federal Way section. This station is the closest to the existing apartment buildings in the area (without being directly next to I-5). It's important for the "walkshed" around the station to include as many existing destinations as possible, and to account for where development can happen. The Porter Way station is in a quite low density area that would probably be difficult to re-develop. The I-5 station is too close to the freeway; it takes up a lot of the most valuable land around the station. All of the other options are pretty similar to the 352nd Station, but are closer to Hwy 161, and further from the apartments. I don't have strong opinions about the other segments/stations.

**Online open house submittal**

**Jan 31, 2025 4:25:20 pm**

Anonymous31

The I-5 Route for Fife is the only logical option. Taking businesses along pacific highway would greatly harm Fife's economy and the construction would cause insane amounts of backup in an already congested area.

**Online open house submittal**

**Feb 1, 2025 12:05:22 pm**

Anonymous32

Please preserve Freighthouse Square. It is an important gathering space and small business center of Tacoma. It would be a huge loss to remove this space for those who enjoy its atmosphere, unique small businesses, and diverse cultural foods.

**Online open house submittal**

**Feb 2, 2025 8:27:32 pm**

Anonymous33

Please don't destroy Freighthouse or hurt its businesses in the process of expanding the Sound Transit Line. Thanks!

## **Online open house submittal**

**Feb 4, 2025 10:03:53 am**

Anonymous34

Several proposed station locations appear to be on flood plains, unstable ground, and near fault lines. Spending billions on a station that could be destroyed or compromised by environmental changes does not seem like a smart move. I am also curious about the cultural impacts. What are they? How closely is Sound Transit working with the Puyallup Tribe to mitigate cultural impacts? These cities seem to have chipped away at indigenous lands for centuries now. It seems inappropriate to continue to do so.



## **Online open house submittal**

**Feb 4, 2025 7:15:01 pm**

Anonymous35

It is unfair to call TD-Close-To-Sounder the "transit hub" option when 25th-West is only a few meters to the north and would spare a historic center demolition. 25th-West offers the same pedestrian bridges to both Sounder & Amtrak platforms as well as an optional bridge to the parking garage, and the T Line is directly underneath. There's even a bus bay option that would put the new bus bays right on 25th Street. We can't afford to get rid of Freighthouse Square, but the benefit of a consolidated hub can be achieved with 25th-West.

**Online open house submittal**

**Feb 8, 2025 4:00:11 pm**

Anonymous37

Save Freighthouse Square! The businesses you are impacting are small, family owned, and unique. You have options that do not impact this Tacoma gem and I urge you to consider any plan that leaves Freighthouse Square as an integral part of this community.

**Online open house submittal**

**Feb 8, 2025 9:04:41 pm**

Anonymous38

Please preserve freighthouse square

**Online open house submittal**

**Feb 8, 2025 10:56:08 pm**

Anonymous39

I love the Freighthouse and the businesses there. I frequently take the train to visit my family living in Tacoma. While I'm in Tacoma, I rely on the light rail and love the Freighthouse being right where I end up. It's convenient and fun and I love supporting small businesses. Please keep the Freighthouse and consider alternative plans

**Online open house submittal**

**Feb 8, 2025 11:01:23 pm**

Anonymous40

I prefer the options that don't disrupt Freight house Square, the 26th street alternative in particular.



**Online open house submittal**

**Feb 8, 2025 11:36:40 pm**

Anonymous41

I favor the 26th Street alternative. Please don't destroy Freighthouse Square. At over 100years old, Freighthouse Square is an important part of Tacoma history.

**Online open house submittal**

**Feb 9, 2025 8:13:18 am**

Anonymous42

Please do not tear down, damage or impact freighthouse square! This is a Tacoma icon and historic building. Many small, family run businesses are there and will have no enter else to go! Find another place to put your pillars!!

**Online open house submittal**

**Feb 9, 2025 8:24:24 am**

Anonymous43

It would be a shame to lose historic freighthouse square. Why are we quick to demolish historical buildings in this city just for more cookie cutter urban infrastructure? As a resident in the area I favor 23rd or 26th street options and prefer to save this building.

**Online open house submittal**

**Feb 9, 2025 8:40:08 am**

Anonymous44

I love freight house square and favor the 25th street east alternative.

**Online open house submittal**

**Feb 9, 2025 8:41:21 am**

Anonymous45

Please consider the options that preserve freight house square. It is a part of Tacoma history, a landmark, and home to many small businesses.



**Online open house submittal**

**Feb 9, 2025 9:54:21 am**

Anonymous46

I favor the 25/26th street east alternative. I love Tacoma freighthouse

**Online open house submittal**

**Feb 9, 2025 9:57:27 am**

Anonymous47

Freighthouse is home to some of my happiest memories in Tacoma, some of the happiest memories of my childhood. Please don't chip it away. I favor the 25th St E alternative or the 26th Street alternative.

**Online open house submittal**

**Feb 9, 2025 10:35:22 am**

Anonymous48

DON'T TOUCH FREIGHTHOUSE SQUARE!

**Online open house submittal**

**Feb 9, 2025 11:08:37 am**

Anonymous49

I love the unique treasure of Freighthouse Square. I live close by and visit regularly. I prefer the 25th East St alternative!

**Online open house submittal**

**Feb 9, 2025 11:43:54 am**

Anonymous50

Your gonna make alot of people very mad if you tear down freighthouse square.



**Online open house submittal**

**Feb 9, 2025 12:17:00 pm**

Anonymous51

Save the freighthouse!

**Online open house submittal**

**Feb 9, 2025 12:52:01 pm**

Anonymous52

I favor the 26th street option. Save our small businesses while still expanding public transit.

**Online open house submittal**

**Feb 9, 2025 2:13:47 pm**

Anonymous53

Freight house is one of the only things that draws my family to Tacoma, please use one of the alternatives that saves this gem of a location.

**Online open house submittal**

**Feb 9, 2025 3:37:48 pm**

Anonymous54

Please keep the freight house square and choose an option with minimal impact to it. This is a historical and well loved Tacoma building and business area that we can't get back if it's gone.

## Online open house submittal

Feb 9, 2025 4:39:11 pm

Anonymous55

There are groups of people sending in comments to try and save Freighthouse. As someone who once spent many hours a week in that place, I do not agree in "saving" that building. In fact, I believe keeping that building in the condition it's in is contradictory to saving anything. The only reason any business would choose to operate out of their is if they got a good deal on rent for their space. Demolishing and building something brand new would be far more beneficial to the community. Once point rest and popped up and all those businesses came in the picture, the business at Freighthouse tanked. The construction out front that took away the pull in parking for the customers, forcing everyone to park parallel was also another negative impact factor. I could go on and on about that place, but more importantly, I don't have much on my list for what's right about it to where I'd say to keep it open. I'll miss Freighthouse Square for sure, but it's time to face a reality. The Freighthouse Square is a pale shadow of what it used to be in the 90s and early 2000s. I really do feel bad for some of the spots in the food court, though. That was really the heart of all of the businesses there. A place where people could gather and eat delicious international foods. The restaurant lineup was ever changing, but a few places stayed there long-term that I know of.. The rest of the building, it had a good run, but it doesn't really serve any purpose any longer

**Online open house submittal**

**Feb 9, 2025 5:19:21 pm**

Anonymous56

Freighthouse is a special place and it would be awful for it to be lost. Please consider the 25th St E alternative or the 26th St alternative to conserve this wonderful building.



**Online open house submittal**

**Feb 9, 2025 5:43:36 pm**

Anonymous57

Please don't demolish the Freight House! Please consider the 26th St alternative.

**Online open house submittal**

**Feb 9, 2025 7:17:54 pm**

Anonymous58

We love freighthouse square. Please use whatever plan is least disruptive to it.

**Online open house submittal**

**Feb 9, 2025 9:15:19 pm**

Anonymous59

I love freighthouse square . Please save it. Why not use the 26th street way?

**Online open house submittal**

**Feb 9, 2025 9:29:26 pm**

Anonymous60

I am writing regarding the Tacoma Dome Link Extension project to advocate for design alternatives that preserve the historic Freighthouse Square. While growth is important, it shouldn't come at the cost of Tacoma's history. This city thrives by repurposing its past rather than erasing it, like it did with Union Station. Freighthouse Square deserves the same thoughtful preservation as we continue to expand.

**Online open house submittal**

**Feb 10, 2025 12:06:31 am**

Anonymous61

For the Fife Segment, I prefer the I-5 design due to the smaller impact on business, traffic, and the historic Pick-Quick Drive In. Similarly, I am opposed to the Tacoma Close to Sounder Station due to it's impact on the small businesses in Freighthouse Square.

**Online open house submittal**

**Feb 10, 2025 10:32:43 am**

Anonymous62

I favor the E 26th st option. It provides distinct separation between the Sounder and Link lines, while also maintaining proximity for those transitioning between both. It also has a low impact to businesses in the area. This is overall the best way to do this.



**Online open house submittal**

**Feb 10, 2025 10:35:06 am**

Anonymous63

Would love the Freighthouse space to be saved and enhanced rather than torn down! Excited for lightrail extension but Freighthouse is also a lovely spot to get off/on the train and get a peak at the energy of Old Tacoma.

**Online open house submittal**

**Feb 10, 2025 10:46:33 am**

Anonymous64

There are several important historic buildings in this area: the Brunswick Hotel building (1888, 402-04 Puyallup Ave), Nalley's Pure Food Bldg. (1928, 409 Puyallup), Carman Manufacturing Building (1909, 601 E. 25th), Chicago, Milwaukee, St. Paul and Pacific Freighthouse Square (1909, 2501 E D St.). These buildings should be preserved for all routes.

**Online open house submittal**

**Feb 10, 2025 11:59:57 pm**

Anonymous65

As a longtime Federal Way resident, I strongly oppose: 1. The SF I-5 alternative for the South Federal Way Station; and 2. Demolition of the Freighthouse Square building for the Tacoma Dome Station. The SF I-5 alternative has a poor walkshed. If the station ends up along I-5, it will be farther from businesses, parks, and future multifamily housing, ultimately limiting popularity and ridership. Freighthouse Square is a historic South Sound landmark; demolishing it would be a huge mistake.

**From:** Chloe and John Ashe [REDACTED]  
**Sent:** Wednesday, January 8, 2025 7:20 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Proposed routes

I received the flyer with proposed routes for deis. We live directly along these routes and need a more detailed map. The flyer, as well as the website, are very vague on the actual routes. We live one block west of 99 ([REDACTED]) and are very interested in more developed details of the proposed routes.

I, as long as my neighbors, look forward to further communication.

Thank you,  
Chloe Ashe

The phone number 206 698 4783 does not work. I have left messages at other numbers but have not received a response.

## Public Comment Form

January 28, 2025

Ross Atwoool

As a Federal Way resident that occasionally must commute either north towards and into Seattle and south into Tacoma. This link expansion is a great benefit to reduce costs and stress of a commute. After review of the various proposed station options, I have some thoughts on both location, as well as relief to businesses affected. In the SF area, the preferred station would be the 352nd span option. This area is highly trafficked by pedestrian, especially in the summer season at Wild Waves. The traffic congestion caused by extended construction should be thoroughly reviewed though. The I-5 station basically bypasses access for many in the Federal Way bus routes for access. For the Tacoma Dome area, station 25th St West makes the most logical sense as that would line up directly with existing T-Line infrastructure. When considering any stations that would be removing large amounts of trees and greenery, we should consider those options that would be construction in already developed areas, with much less removal of greenery.

For businesses greatly impacted by any new construction, could offers be made for free marketing with ST to allow businesses who are sacrificing location and business for development to benefit from that arrangement?

**Online open house submittal**

**Dec 14, 2024 10:15:25 am**

Sharon Baker

The impact of my families business is going to be devastating. A million dollars plus in sales and you will wipe it out and consolation prize \$50,000 that won't even start a replacement business. This isn't fair.



## **Public Hearing Testimony**

Hannah Bates

Hi, my name is Hannah Bates. I'm going to be focused on the South Federal Way location station because that is where I will be most directly impacted.

We live really close to there. My hope for this long-term project is to overall help develop Federal Way into a more pedestrian friendly area.

Right now where we live there are very few sidewalks. It is very hard for people to get around, and I see young kids walking on the street regularly because there's nowhere else for them to go, and I really hope that this will help revitalize the area and kind of encourage more development.

Right now I think I would be leaning closer to the Enchanted Parkway span location. I like the central location of it as well as I think it's more pedestrian and non-motor friendly.

If everything stays the same and we continue to have the Seattle Children's clinic right there in that location, I think that that station location will be best for easy community access to something so vital like the Seattle Children's Clinic.

I have family members who have had to take their children there, and for people who do not have access to a car, I think that that would be really incredible, and having that be pedestrian friendly I think is ideal.

I am concerned, though, however about the impact on the Tribe. I think working with them is of the utmost importance, and also the potential traffic.

I do think that the I-5 Station is just not close enough to any of the businesses and would be logistically kind of a headache for anyone trying to approach from specific locations or directions.

I definitely think that the span of the Enchanted Parkway location would be the best solution, and I'm really excited for this project. Thank you so much for all your work.

**Online open house submittal**

**Feb 9, 2025 6:48:12 am**

Melissa Baylor

Dont tear down freighthouse Square! It is part pf the community since I was a child! I now take my kids here and to the almond roca store and the WA state history museum! We go here!!!! If anything it will revitalize the area and bring more vendors with foot traffic! This is OUR community! Youve already purchased and demolished homes people live in for this! Leave the history of Tacoma intact! Thank you!

**From:** [REDACTED]  
**Sent:** Sunday, February 9, 2025 6:52 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Tacoma Freighthouse Square

Save Freighthouse Square has been part of Tacoma for centuries. It should be fixed up and designated to be a historical landmark.

It is always a fun place to visit with shops and restaurants, especially now that there is a parking garage. It is a point for buses, link rail and trains so it is a good spot for those people and locals to stop and get a bite to eat and roam around the shops before or after their travels.

Please don't get rid of it.

Thank you

Barb B

## **Online open house submittal**

**Jan 16, 2025 1:23:51 pm**

Benjamin

The amount of parking being constructed along the alignment is excessive. It would be much more efficient use of resources to either construct transit-oriented development on the spaces that would otherwise be occupied by parking garages and surface lots, or to better coordinate with local bus services to increase ridership to the station itself, rather than encouraging driving to the stations. Most drivers to Link parking garages are single-occupancy vehicles, which at best translates to a few hundred riders were every single spot to be used. However, station parking is already exceeding capacity along much of the line, limiting its usefulness - in many garages recently opened for Lynnwood Link, commuters take up almost all the spaces by early morning, leaving the garage essentially useless for other potential riders, who may give up riding Link entirely when they cannot secure parking at the station. Transit-oriented development can also encourage better land use around the station, creating a stable demand for ridership by local riders who can simply walk to the station rather than driving in. Furthermore, a heavy emphasis on parking and driving makes the stations uncomfortable to navigate on foot -- see for example Tukwila International Boulevard station, where one must navigate through 300 or so feet of parking before reaching the station entrance. This is an unpleasant urban environment and a poor use of space. I strongly advise the agency to look to other land uses than extensive parking structures.

## **Voice message submittal**

Steve Birch

Hi it's Steve Birch, and I wanted to state that I want to have the light rail extension on the 26th St. alternative. Uh I do visit Freighthouse Square quite often and blocking it or destroying it would, you know, hurt quite a bit. And thank you. Bye.

## **Public Hearing Testimony**

Brian Bischof

I just had a quick question, kind of piggybacking off the last comment here. There's potential for a multimodal center close to the Sounder option, but it seems like the preferred alternative is the West Station, which doesn't affect businesses as much.

What is the benefit of the close to Sounder Station? What is the incremental benefit versus the preferred alternative that's existing? That's my only question for now.



## Public Hearing Testimony

Darren Blacketer

My name is Darren Blacketer. I'm a local artist, and I love Tacoma. Whenever I got started here, Freighthouse Square was the place that allowed me to be a part of it.

I love everybody in this town, even the weird ones. We're all weird here. Anyway, Freighthouse Square is part of my soul. I'm an artist. That place is there. The people there are amazing.

Somebody told me a long time ago when I first got to this town that this was the place, the city of destiny, and I've been living that ever since I've been here, and it would be really a pity for that place to be torn down.

Unfortunately, if that happens, a lot of therapy and a lot of rage will come into my heart, and I won't know how to deal with that. I'll just have to deal with it the best I can.

I felt inclined to come, but I also felt like my voice was important, and that's the terrible thing. How dare anyone decide to do the timing in such a manner like they did to make it to where no one else in this town knew what was going on, what time to come, what to say, what needed to be said in such a small amount of time.

I don't even know if this is going to be implemented in the way it needs to be, but the Freighthouse has the soul of Tacoma in it.

If you get rid of that, you might as well tear down the whole [REDACTED] town if you're going to do that. It's soulless, and it's sickening, but we shall survive. We shall evolve. That's what we do. That's what the human race does, and that's all I have to say about that, peace.

**Online open house submittal**

**Feb 9, 2025 6:21:40 am**

Amy Boheman

Love Freighthouse. Builds community and increases the sense of history and nostalgia around that area. Please consider the options that would have the least impact on it during and after construction!! Thank you!

## **Online open house submittal**

**Feb 10, 2025 1:51:35 am**

Nanette Bolle

I am old enough to remember Freight House in its prime day. Many memories made there. Many visits. Peggys Cinamon rolls and then strolling through the shops. with my grandparents, my dad and later with my own kids. A visit to Tacoma wasnt complete without a stop at Frieight House . Its uniqueness and history should be perserved and continued. The link is important... But it shouldnt be and issue of one or the other. Incorporate it into Freight House . Mold them together. Make them a benefit to each other. We need community Freighthouse Square has been a part of bringing community together for many years. Community needs transportation Make a place where both can coexist and watch it grow!!

**Online open house submittal**

**Feb 8, 2025 7:51:45 pm**

Joy Bonney

Please use the 26th street alternative and don't mess with Freighthouse Square. Thank you.

## **Online open house submittal**

**Jan 30, 2025 5:52:09 pm**

Ben Brooks

Fife - station should be kept in its primary proposed location to support the future Town Center however there needs to be a way to provide access across I5 where most of the houses and apartments are at. Either a pedestrian bridge at 62nd over I5 or a circulator bus/van between the station and the community. Tacoma Dome - prefer station over 25th not touching Freighthouse but with a pedestrian bridge connecting the garage, station and Sounder platforms. Also recommend a storage track in the area between Tacoma Dome and Portland Ave to support events at Tacoma Dome and Emerald Queen.

**From:** [REDACTED]  
**Sent:** Sunday, February 9, 2025 7:37 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** PLEASE save Freighthouse.

Please save Freighthouse. Its such a high light of Tacoma and visitors here. Nothing else like it.  
We love our Freighthouse. Nancy Brown

## **Public Hearing Testimony**

Zachary Burchfield

Overall, I really appreciate the project coming down to Tacoma. As a longtime Tacoma resident, I am very happy about it, especially connecting to the airport and such.

I would say my only kind of concern is more about future planning. If it ends up planning linking extensions into downtown Tacoma or to the Tacoma Mall, how is it going to be planned in the future even though I know that's not part of the EIS currently at the moment?

Overall, I still think the preferred alternative is really good in terms of balancing both connectivity towards Sounder, Amtrak, the T line and onto bus connections overall.

The only other comment I have is about South Federal Way. I would say that the one located in the shopping center is probably the best option in terms of just overall reimagining and reinvigorating an area that will definitely benefit our transit-oriented development and such. Thank you so much.



**From:** [REDACTED]  
**Sent:** Saturday, February 8, 2025 11:53 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Tacoma light rail extension project

Hello,

I'd like to contribute a comment regarding the Tacoma Light Rail Extension Project. I think maintaining unique small businesses in our area is important, therefore I feel either the 25th st east or 26th st east alternatives are the least disruptive to the businesses of Freighthouse Square.  
Thank you for your consideration.

Anneke Burgess

**From:** Aaron Burling [REDACTED]  
**Sent:** Thursday, January 30, 2025 6:21 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Freighthouse

Hello someone sent me the information regarding the possible demolishing of all or part of the freighthouse.

Covid was a very tough time for myself and my small business and Freighthouse gave me the opportunity to get back on my feet with the use of their event spaces which I have used many multiple repeat times over the last 4-5 years.

As I have used that facility many multiple times, based on the layout the venues at the end lower part of the building that include the event spaces provide not just for me but for many others an opportunity to express the various and diverse cultures we represent.

As they are positioned well and far out of the way away from the main upper level area in the back where the transit pulls in I think at the very least there is no reason why the event centers, gallery, and shops at the very end could not be preserved due again to the fact that they are well positioned out of the way.

Demolishing all of freighthouse would demolish the place that gave me a 2nd chance at pursuing my aspirations and dreams after being devastated by the loss of all my opportunities after covid.

## **Public Hearing Testimony**

Kit Burns

My name is Kit Burns. I live in Tacoma. I'd like to speak in favor of the 26th Street Station because I've looked at these a lot.

I'm a retired architect. I've worked on multiple projects including wetlands and very large public projects like high schools.

I've looked and reviewed the drawings, and I also use the station quite frequently, so I'm very familiar with it. The 26th Street Station I think is by far the preferred station.

It works better for access to Sound Transit for one, and it also works fine for link the way it is now, the T line, and so it disrupts the T Line not at all or not by comparison because it's allowed to stay functioning and the lines don't have to be torn up.

They don't have to be shut down for an indeterminant amount of time, so there's some other aspects to that, but I really think that's a priority, and that's what should be looked at primarily.

The second thing I want to mention is the station that's a mile and a half way, the proposed station a mile and a half away, I don't believe that should be built. There's reasons for that.

The cost of it, the length of the construction will impact the whole implementation of this link extension. Because you have so many buses going through the Tacoma Dome station and all the other buses, it'd be quite easy to have those buses stop right at the casino instead of having the train stop there. You don't have to build a train station, so I think there's a lot of pluses for that.

The other thing, as a person walking down on Pacific Avenue, all of us who in live this area and walk in that area, it's dangerous. I'd invite you to go down there, but it's so dangerous that I'm not going to even suggest that, so that's my two cents. Thank you.

## **Public Comment Form**

January 30, 2025

Kit Burns

- I-5 is best option least impact
- ELIMINATE Portland Ave Station not needed buses from Tacoma Dome Station every 15 min. (expense and time delay)
- 26th Street Option – least impact and can be extended down So Tac Way in future.
- Do not impact T-Line nor freight house square.

**From:** [REDACTED]  
**Sent:** Monday, February 10, 2025 11:57 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Kit Burns - Comments - Tacoma Dome Link DEIS

### **26th Street Location is the best station location**

This provides direct access to the Tacoma Dome (up to 21,000 attendees).  
Access to the Sounder is possible without crossing the rail tracks. Important with large crowds.  
Access to AmTrack is short and direct.  
Access to surface T-Link is only one block away.

This is the easiest to construct and has the least environmental impact to existing infrastructure.  
Simpler construction, faster timeline, smallest neighborhood impact.  
It may be constructed and not impact E "L" Street Bridge too much, if at all.

Truly a multi-modal station.  
Bus Lines would best be relocated to this area (with bus storage near the garage on Puyallup Avenue).

Access to EQC should be from the bus terminus with buses traveling to EQC every 15 minutes max.  
With Goal to be every 10 minutes. No waiting. (Eliminate Portland Avenue Stations for multiple reasons)

Access EQC via 26th to "L" street, across I-5 Freeway, and continue down E 29th street to EQC.  
Quicker, safer, direct access to Hotel and to Casino with short walk, sheltered out of the rain.

Signaling and road revisions required but much cheaper than a Portland Avenue Station with a shorter construction time-line.

### **Tacoma Alternative Station Proposals - No. All have significant Red Flag Obstacles.**

All 3 Alternatives have significant flaws that don't appear to have workable solutions. Solutions shown are deeply strained, not very good.

One proposal impacts Amtrak and the Sounder during construction.  
For how long? At what cost? The answer to both is "we don't know".

One proposal eliminates Freighthouse Square. This is both costly and unacceptable for the community.

Two of the proposals affect the T-link which would have to be temporarily shut down for an undetermined length of time.

The cost to shut the line down is hard to calculate.

These proposals would create tunnels and obstacles to all travellers and traffic confusion for all modes are not clear.

Architecturally these destroy a sense of human scale.

They cause an inevitable crush of people and "collisions" as foot/vehicle traffic tries to get from points A to B.

### **Portland Avenue Stations - Very awkward locations, none very usable.**

Either of these Portland Ave station locations would stop about 1.5 miles from the Tacoma Station.

This is not good for transit use. Nor is it a friendly passenger experience.

A difficult to navigate impact for use at Portland Avenue station is time to walk to EQC with luggage,

in the dark, during most of the year on surface streets.

Having to cross multiple street intersections with or without luggage is a challenge. In the rain, more so.

These intersections are in a heavily used freight corridor, some as wide as 7 lanes of traffic.

Better street lighting will not improve pedestrian safety the area.

The EQC is an important community asset and needs to be supported, and easy to get to.

*Using the E 26th Street station a number of buses could ensure frequent transit to the EQC within 10 to 15 minutes.*

Each passing by the front of the Casino Operations and Hotel Operations. (both are covered).

Routes to Puyallup, Sumner, E. Portland Avenue, Fife, Federal Way, and other destinations could be usefully used with a designated EQC station encompassing travellers, both directions.

Going from E 26th and D to L street over the freeway to E 29th street, then to EQC would be quick and convenient.

More convenient than walking over the freeway or walking on the challenging surface streets.

To walk with luggage would be 15 to 20 minutes, depending on weather (and your age).

I can see a group of 20 travelers coming from the Airport, stopping at 26th Street Station, transferring to the frequent bus lines, and being nicely delivered to the covered front doors of EQC on E 29th.

Feel free to contact me for a more comprehensive explanation.

Please consider the E 26th Street station and eliminate the Portland Avenue Station.

Reroute bus paths and make a fully multi-modal transit connection for Tacoma and the EQC.

*Note: I am an Architect and have designed public facilities for many years.*

*I have used transportation in many cities and recommend these as a solution for Tacoma Dome Station.*

*Having seen the presentation about 4 times, I have looked over the drawings and submittals in detail.*

*These are my conclusions and recommendations.*

*As I reviewed the plan drawings and the perspectives, I also went to the area to "think through" looking for the best solution.*

*I believe the above would be the quickest to construct, the least costly and give positive results to everyone.*

--

Kit Burns



*"Things don't just happen. They are made to happen."*  
---**John F. Kennedy**



**Online open house submittal**

**Dec 21, 2024 10:05:19 pm**

Brian Camat

Enchanted Parkway alternative. I feel less business will be effected during construction..

**Original Customer Comments Submitted**

Comment Submission Date: 1/21/2025 1:29 PM

Form Submitted:

**Applicable Details:**

ST Facility or Station: - Left blank -

Line of Service: - Left Blank -

Route: - Left Blank -

Route Direction: - Left Blank -

Location Description: - Left Blank -

Date of Occurrence: 1/19/2025 12:00 AM

Time of Occurrence: - Left Blank -

Comment Type: - Left Blank -

Subject: Alerts/Station Announcements

Comments: We are writing in concern of the upcoming proposals for the new light rail between FW and Tacoma Dome. Our property and home of 5 acres and of over 40 years is located on 376th st in Federal Way. After wading thru the website and all the information concerning alternative routes. We are very much interested in the Enchanted Parkway route. We feel this route will negatively impact what little is left in Federal Way as wetlands, rural, and wooded land. We have a lot of wildlife here. And that beautiful Hylebos waterway which we played in as children would certainly be seriously impacted. We implore you and the powers that be to take a real serious look at the Hwy 99 route. A lot of that area is being impacted by the homeless and could seriously be cleaned up. We would like a more detailed idea as the impact of this project in this very beautiful area of Federal Way. We plan on attending the public meetings this month. Sincerely, Mike and Kelly Campbell

**Customer Contact Info Provided:**

First Name: kelly

Last Name: campbell

Email: [REDACTED]

Street: [REDACTED]

City: WA

State: WA

Zip Code: 98093

## **Online open house submittal**

**Feb 5, 2025 12:07:42 pm**

Caleb Carlson

As a Tacoma resident, I will only comment on the Tacoma stations. The pink line, Tacoma 25th Street-East is the most fitting for Tacoma. Although it doesn't create a fully integrated transit hub, it avoids the full closure and rebuild of the Amtrak and Sounder station and avoids the demo of Freighthouse Square, an irreplaceable community and small business resource. The 25th Street-East Station will extend the transit-oriented space to the next block east and allows for a potential lighted and improved pedestrian route from E 26th St. to E F St. behind the Dome which is an underutilized and seemingly unsafe route for pedestrians. This will also improve entry into the Dome by dispersing patrons to more of the entrances instead of the bottleneck on the west side of the Dome. I believe the Portland Ave. Span Design Option will be preferred if there is a possibility to save the Tacoma Soccer Center, which is a valuable low-cost community resource and will only become more important if transit is available right outside of the center. If the business has to be demolished then I the decision is less important.

**Online open house submittal**

**Jan 8, 2025 11:43:13 am**

Nanette Carvalho

40 residential displacements on the SF Enchanted Parkway option, which also impacts 1 highly sensitive cultural resource is unacceptable and should by no means be the #1 option. The SF 99 E and W alternatives is a much better option as it doesn't impact as many homeowners, and the SF 99 – 352nd Station would be much easier for riders to connect with bus routes.

**Online open house submittal**

**Feb 9, 2025 10:12:06 am**

Therace Chapman

Please save Freighthouse! Why do we constantly choose to demolish history and character for convenience? We have alternative routes we can use for the light rail.....this state is breaking my heart more and more

## **Online open house submittal**

**Feb 9, 2025 8:36:10 am**

Elisabeth Clarke

Please save Freighthouse Square! Choose either the 26th Street alternative( figure 2-36) or the 25th St. East station (fig. 2-34). I prefer the 25th East option. It would be the easiest for those with ADA accommodations. I have issues with walking and find that the existing infrastructure of both the light rail and Freighthouse to be appropriate for use by mobility conscious individuals. This saves both a local historical shopping & dining area, as well as uses existing footprints of the link, sounder and Amtrak, while providing more options of transit and limiting pedestrian vulnerability and profit loss for all agencies involved (Amtrak, Sounder, Link/light rail & Freighthouse Square). Our community in Tacoma needs access to all of these things. The options presented in 25th St East and 26th St alternative options keep much needed economic/ financial benefits in Tacoma. Sincerely, Elisabeth Clarke

**From:** Matthew Clark [REDACTED]  
**Sent:** Sunday, February 9, 2025 2:02 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Freighthouse Square

Hi,

Please don't destroy Freighthouse Square and use the 25th Street alternative route.

Thanks,



**Online open house submittal**

**Feb 4, 2025 6:45:31 pm**

Scott Clow

South Federal Way station should be along Hwy 99. Do not want to disrupt Indian sacred burial grounds.

**From:** Bella Corpuz [REDACTED]  
**Sent:** Monday, February 10, 2025 6:32 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** FREIGHTHOUSE!

SAVE THE FREIGHTHOUSE! It's a historic Tacoma landmark that's been around my entire life & hopefully I'll be able to bring my daughter here when she's a little bigger!!!  
Thanks for your time,  
Bella

**Online open house submittal**

**Feb 1, 2025 7:38:02 pm**

Jessica Creso

Please save the freight house square, I love the freight house and it is a historic building and I don't see why you need to tear it down. And it has good energy. I believe a different option would be more versatile and have a more appealing look and it would not clash with Amtrak. I feel in a lot of ways freight house is the heart of Tacoma. I myself did interior design architect at Clover Park and come from a longline of architects with the Creso family so I have an eye for this. I would love to help if you would like my insight because historically I also come from a family who does this. Sincerely Jessica Creso

**From:** Allie Criswell [REDACTED]  
**Sent:** Monday, January 27, 2025 5:27 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Urgent Concerns Regarding Freighthouse Demolition – TD Link Extension

Dear Sound Transit Board,

I am writing to express my deep concern and opposition to the proposed annexation and potential demolition of Freighthouse for the Tacoma light rail expansion. While I understand the importance of expanding public transportation, the decision to displace this historic and culturally rich landmark would be a devastating loss to our community.

Freighthouse is more than just a building; it is a vital hub for small businesses, offering a diverse range of foods and unique shops that cannot be found elsewhere in Tacoma. The businesses within Freighthouse are owned and operated by individuals from diverse cultural backgrounds, making it a crucial destination that enriches our city's identity and attracts both locals and visitors alike. These businesses would greatly benefit from improved transportation access, and removing them would be counterproductive to the goal of fostering economic growth and accessibility.

Additionally, Freighthouse holds significant historical value, serving as a longstanding symbol of Tacoma's industrial and commercial past. Preserving such landmarks is essential in maintaining the character and heritage of our city, something that cannot be easily replaced once lost.

I urge you to reconsider this proposal and instead focus efforts on utilizing the abandoned construction site directly across from Freighthouse, which presents a much more suitable and less disruptive option for this project. Repurposing existing, underutilized infrastructure would align better with sustainable urban development goals while preserving the unique cultural and economic ecosystem that Freighthouse represents.

Please take these concerns into serious consideration before making any irreversible decisions. The displacement of over 20 small businesses and the erasure of an important cultural site would leave an irreplaceable void in Tacoma's landscape. I, along with many other concerned citizens, strongly advocate for an alternative solution that prioritizes community preservation and smart urban planning.

Thank you for your time and attention to this matter. I hope Sound Transit will act in the best interest of the people it serves.

Sincerely,

Allison Criswell

[REDACTED]

Tacoma WA Resident

**From:** James Cruz [REDACTED]  
**Sent:** Sunday, February 9, 2025 5:50 PM  
**To:** Tacoma Dome Link Extension  
<tdlink@soundtransit.org> **Subject:**

Don't tear down the freighthouse square.

Sent from my Verizon, Samsung Galaxy smartphone  
Get [Outlook for Android](#)

**From:** Visu C [REDACTED]  
**Sent:** Wednesday, December 18, 2024 12:54 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Comments on the [Light Rail Extension Tacoma Dome Light extension - Fife]

*To whom-so-ever it may concern,*

*I am writing to you as a home owner in the area of Fife, with huge concern and on the verge of losing our home to construction of light rail to Tacoma Dome. I have seen the maps and the zones of construction and would like to comment that the construction of light rail can be planned in a route where there is no taking over of residential properties.*

*We have lived in this area/house for the past 17 years and have bought this house after much consideration of proximity to many amenities. Losing our home at this age and juncture of our lives is extremely difficult for us. We have a child who will be going to college in 2025 and this is surely not the time we can plan for relocation. Please plan the construction in such a way where there is no loss for residential structures or relocation program for the existing residents.*

*I am writing to express my support for the proposed [Light Rail Extension Tacoma Dome Light extension - Fife] and would like to suggest that the route across Fife be re-considered, in such a way where the residential properties are not touched to better serve the residents of Fife. I believe this extension will significantly have a negative impact on traffic congestion in our area, loss of property, which is already reeling under the heavy traffic of the trucks from the warehouses nearby.*

*Our address: [REDACTED]  
Fife WA-98424.*

*Regards,*

*Visweswari C (Visu)*  
[REDACTED]

## Voice message submittal

Heidi Dalrymple

Hi, my name is Heidi Dalrymple. I live at [REDACTED] Federal Way, Washington 98003. I live about, um, a half mile or less from Pacific Highway, south of 356th. And I'm very concerned with, uh, having the light rail built along part of the Pacific Highway south of 348th/356<sup>th</sup>. Comma, oops, sorry. I wish that you guys would,um, build it on the I-5 Corridor instead for that area because there are lots of wetlands along Pacific Highway route north of Fife and on that 356th and south area. Comma, there is a children's school - Montessori, there is a horse ranch, and some houses, businesses, a church, some um, and a cemetery in that area and it would definitely negatively impact those areas - along with, um, the wetlands which is a large area there. There is a stream called the Hylebos stream that actually has salmon that runs up the corridor and that could be negatively impacted by the light rail on Pacific Highway. I've also seen eagles, coyotes, skunks, um fox in my backyard, running down the street, and any more building along Pacific Highway could really affect those animals. There is a stream, Hylebos Creek, that runs, um, probably, um, between my house and Pacific Highway. probably, I don't know, maybe 100 yards from Pacific Highway and 100 yards from my house, um and that could also be negatively impacted and that's the one that the salmon run on, run under. But it seems to... it would also be an ugly eyesore along Pacific Highway versus going along Interstate 5, which is already an ugly eyesore. And I have been to Washington DC, and they have a light rail that goes from the airport into Washington DC. And a lot of it runs along the highway and that just seems to be the best mode because it's not in impeding any businesses. You already have traffic running across and noise already being made and it's not going into any neighborhoods or houses or businesses. So, um, I can be reached at [REDACTED]. If you have any more, um, questions. Thank you for letting me give you my input on this. So, I hope that I will hear soon, um, about what you guys decide. Thank you. Bye



**Online open house submittal**

**Dec 20, 2024 7:08:31 am**

David D'Aniello

This has been studied for over 10 years and you really need to walk the area and discuss traffic flow etc . Close to sounder and the east 25th street are the #1 and 2 choices I own multiple businesses down there and I am part of the Tacoma Dome development group.

**From:** Heidi Danielson [REDACTED]  
**Sent:** Sunday, February 9, 2025 4:42 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Freighthouse Square

As much as the link is a necessary part of Downtown Tacoma, so are small businesses.

In viewing the proposals Sound Transit I believe the 26th Steet option would best serve both the downtown area as well as Tacoma's small business community.

*Heidi*

[REDACTED]

## **Online open house submittal**

**Feb 9, 2025 1:21:15 pm**

Angel Davis

I am a resident of Tacoma, WA and have been for all my 46 years of life. I would like to see the Freighthouse Square to stay. The Freight-house Square is more than just a building; it's a vibrant hub of community and commerce that has supported many businesses over the years and continues to serve 30 small local businesses now.. As a staple in the Tacoma area, it represents the resilience and entrepreneurial spirit of our community. Tearing it down would not only displace many beloved local businesses but would also erase a vital piece of Tacoma's cultural and economic fabric. It's crucial that we preserve this iconic landmark to continue fostering opportunities for small business growth and maintaining a cherished space for connection and commerce within our city.

## **Online open house submittal**

**Jan 18, 2025 4:48:16 pm**

Tim Davis

Hi! Link needs to be extended to \*downtown Tacoma\* instead of stopping at the Dome! I realize that this means \$250 million goes down the drain, but it's totally WORTH it in the long run!! There is simply NO WAY at all that someone will take a very, very long light rail ride from UW or downtown Seattle to the Tacoma Dome, then have to depart, wait \*another\* 10 minutes in a 37-degree sideways rain in January, and then board that little tram, wait ANOTHER 10 minutes, and then finally go that final 1.2 miles into downtown Tacoma!! NO ONE is interested in going to the Tacoma Dome; they want to go to DOWNTOWN Tacoma. Even from Federal Way, the ride to downtown Tacoma would take insanely long, due to the hassle at the Dome, which adds about half an hour to the trip, all to go just one more mile into downtown!! It never, ever, \*ever\* made sense for Link to terminate at the Tacoma Dome, and it never will! :) Thanks, Tim Davis

**From:** Tim Davis [REDACTED]  
**Sent:** Sunday, January 19, 2025 12:53 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** TDLE needs to be extended to **\*\*downtown\*\*** Tacoma

Hi everyone!

Sorry to say, but terminating Link at the Tacoma Dome is absolutely insane. :) I realize that this was planned about 30 years ago, but Tacoma is a **\*completely\*** different city now. And it makes ZERO sense to take Link from Seattle to the Tacoma Dome, because 99% of people will want to continue to **\*downtown\*** Tacoma or beyond!

I fully realize that this means that we completely wasted \$248 million on that Dome-to-downtown glorified tram. But we **MUST** cut our losses now, because it will pay off massively in the LONG run!

There is simply NO WAY at all that someone will take a very, very long light rail ride from UW or downtown Seattle to the Tacoma Dome--only to then have to depart, wait **\*another\*** 10 minutes in a 37-degree sideways rain in January, and then board that little tram. Then, they'd have to wait **ANOTHER** 10 minutes, and then finally go that final 1.2 miles into downtown Tacoma!! That is a TON of hassle, frustration, and our most valuable asset (time!!) getting from the Dome to downtown!

NO ONE is interested in going to the Tacoma Dome; they want to go to **DOWNTOWN** Tacoma. Even from Federal Way, the ride to downtown Tacoma would take insanely long, due to the hassle at the Dome, which adds about half an hour to the trip, all to go just one more mile into downtown!!

It never, ever, **\*ever\*** made sense for Link to terminate at the Tacoma Dome, and it never will! :)

Thanks so much,

Tim Davis

## **Online open house submittal**

**Jan 27, 2025 1:47:01 am**

Ashlee Day

My feedback is that the preferred locations for Federal Way seems to have the least negative impacts. For South Federal Way SF Enchanted Parkway is also best however SF has lesser Business and Residential impact and that tradeoff is difficult to decide between. The other South Federal Way options don't really seem to offer much of value compared to the first two. For Fife, I don't prefer any of the Pacific Highway alternatives. For Tacoma, No displacement of Freighthouse Square businesses! The space is special people have dealt with construction with the addition of the T Line so choose 25th East or West.

**Online open house submittal**

**Jan 23, 2025 2:04:16 pm**

John DeBlaiso

Biggest waste of money . Stop the madness !



February 10, 2025

To: Sound Transit

Re: Tacoma Dome Link Extension/DEIS

Dear Sound Transit staff,

My name is Joni Dennison and I am a 30 year resident of the city of Federal Way.

I am writing in opposition to the DEIS statement at this time. I do not approve any option for the Tacoma Dome. I will do my best to put forth the numerous reasons why this DEIS is not acceptable.

- Impacts to Tribal/historical lands
- Noise impacts air quality/health impacts
- Impacts to neighborhood cohesion. Affects affordable housing while imposing high density buildout.
- Residential displacement among historically disadvantaged populations.
- Construction impacts minority owned businesses and the business community as a whole.
- Environmental impacts/watershed importance

I have spent over countless hours trying to navigate these documents and have several concerns in your presentation, public outreach and data.

First and foremost our Mayor, council, and citizens never voted to approve the light rail coming to/through our city. We have been forced to endure years of chaos due to the transfer station at S. 320<sup>th</sup>. This is the core of our city which should be an inviting place to live and visit. We are now subject to a massive cement overpass which blocks our downtown core as well as initiating complex traffic impacts that will be ongoing for years to come. There is a lack of pedestrian access and safety with concerns to S. 320<sup>th</sup> transfer station.

The highest percentage of low income (33%) and minority (675) populations live along the Enchanted Parkway option. This is 13% HIGHER than Sound Transit Distribution as a whole.

Sound Transit has commandeered our 32sq. mile city and the Tacoma Dome extension will truly be detrimental to our environment, traffic, history, and mental health and well being of our citizens now and for generations to come.

An insufficient amount of time (3 weeks) was given to review and absorb the 16 separate documents that are hundreds of pages each. While I can appreciate the public outreach efforts and the work put into these documents, I notice outreach was conducted back in 2018-19. Much has taken place from that time and our ever changing community is not aware of what took place back then. I understand an open house or two was conducted recently, but again these sessions are token attempts as you are expecting the public to have done their research and been involved for years. The information is overwhelming and technical.

The public must decipher the four possible options which is difficult when you have put all options on one map. Your map does not give street numbers nor does it point out the eligible places for historic

recognition.

I am confused as to why the I-5 option is even on the table. Since 2018-19, it has been decided by the federal Government that the tribes will not allow passage along their ancient cemetery located east of the Gethsemane cemetery. While I completely understand and support this decision and their long fight to protect this space, this puts all the south end of our city in peril. There is no mention of the Olympic pipeline that runs down the west side of I-5. Past advocacy work omitted work being done on or near this aged-out structure that was never installed with any environmental protections. This is a real concern.

We need to take care of our citizens in these difficult economic times and not cause further strife by relocating homes and business, causing significant and lengthy traffic impacts and the removal of our historic structures and places.

The areas of deep ground disturbances are anticipated for approximately 85-90% of this project. Digging down 120- 190 ft. to set the concrete pillars/track will no doubt affect the numerous wells and aquifers in the south end. We depend on our class A waters and it is imperative our resources are protected for future generations. I do not believe sufficient research regarding boring techniques nor the amount of boring conducted is sufficient for Sound Transit or public to approve/disapprove. Only 20 out of 40 tests were carried out, is an example. Redacted information regarding possible archaeological sites while respecting the tribe, does not support DAHP in recognizing historic places.

There is a lack of information describing to the public the historical significance regarding persons, structures, and places. The Historical Society was not given an opportunity to review these documents nor did the Sound Transit Librarian come to our facility with specifics. More time is needed to reveal the historical significance of the Spring Valley area specifically. Your work to point out areas/structures to be eligible for the National Register omit important cohesiveness to the public. Naming a "school" or "community center" instead of defining the Harding School (our oldest school in Federal Way and the Harding Community it supported, or Brooklake as JUST a community center. This lack of information requires a deeper element of research and time to discover what and address or parcel conveys. The Spring Valley Montessori school has a deep integral history with people, preservation, education that has been a direct influence in our community and our Puget Sound area.

Your options take the rail line through our protected wetlands, conservation, and restoration areas. Millions of dollars have been spent to preserve these places but now are at great risk of losing their functionality and aesthetic appeal. The city's Comprehensive Plan includes a walkable area along our wetlands as they runs south supporting the Hylebos Creeks, both East and West sides of Pacific Highway. The rail line buildout will completely destroy the east branch of the Hylebos in my opinion, rendering our plans for restoration and education mute. The west branch is supported by the east branch and it must remain intact.

The uniqueness of the Hylebos Watershed is regarded as historic and significant. 92% of the watershed runs through Federal Way and what happens to the waters here matters greatly. The Hylebos shaped the Spring Valley community. The residents and indigenous revered the creek for its beauty, fish passage and wildlife, which reflects how and why people live/lived or visit this special place. Spring Valley is regarded in King County documents as well as the Hylebos Watershed and Lower Puget Sound as a HIGHLY sensitive salmon spawning area. The Puyallup and Muckleshoot tribes had ceremony and trade here in Spring Valley since time in memorial. No mention of this did I find in your historic accounts. The creeks,

wetlands are critical for fish species distribution. Sundance habitat, microbenthic invertebrate must make it to the Commencement Bay for a healthy salmon/fish habitat. They must travel via trees, water and rocks and cannot survive a culvert passage of any great length. Moving the Hylebos Creek was done along S. 373<sup>rd</sup> years ago, and it has been detrimental to the creek's functionality. Silt, erosion have kept the fish from returning to the conservation wetlands along 8<sup>th</sup> Ave.

The Hylebos Watershed Report was conducted back in 1991 with the input of 22 municipalities including the tribes mentioned and surrounding cities, such as Milton and Fife. This document is a roadmap for thoughtful development of the south end and warns greatly of never building with such disregard to the watershed. Such as Cosco, Home Depot, Wildwaves and Enchanted Parkway constructions. The Tacoma Dome Link Extension poses a real threat to retaining our history and natural setting of the South end of Federal Way.

South Federal Way Segment has a high environmental health disparity according to the DOH. (Environmental Health Disparities map. Our south end core will receive the same lengthy, off-pulling, traffic, health and economic impacts that we are presently experiencing along our downtown core.

I wholeheartedly request that the public be given ample time and correct information before we go any further. Properly inform the public of tribal matters that affect our options of choice.

Put forth a comprehensive statement of the cumulative impacts to our city, environment, history and citizens for each option and aid the public through simple explanations in making a sound choice.

Thank you for your consideration and I am hopeful that more work can be done to protect and preserve the unique traits of our beloved city.

Respectfully

Joni Dennison

**Online open house submittal**

**Jan 7, 2025 1:18:51 pm**

Felicity Devlin

My comment concerns the options for stations at the Tacoma Dome Link Extension. My preferred choice is The Tacoma 25th Street West Station. This station location seems to do the least damage and provides the most benefits in the long run. It causes the fewest business closures while also providing close connections to other transit modes.

**From:** Grace DeWitt [REDACTED]  
**Sent:** Sunday, February 9, 2025 5:14 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Save the freight house

Please save the freight house! I favor the "25th street East alternative" or the "26th street alternative" which would be ideal for the future of Freighthouse as they are the least disruptive options and would not obstruct the main entrances to the building during construction and after completion. I live in Tacoma and think the freight house is a vital part of our community.

Grace DeWitt

**From:** Joel DeWitt [REDACTED]  
**Sent:** Sunday, February 9, 2025 4:36 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Save Freighthouse!

Freighthouse square is an important part of Tacoma. Sound Transit should work to refresh the building and incorporate it into the plans for the light rail expansion. It houses many businesses which will not be able to move affordably and it's a historic building that anchors the Tacoma Dome district. Move the light rail building across the street to the parking lot or on the other side of the tracks to the vacant lot. You can accommodate Freighthouse and the light rail with some ingenuity and likely save money in the process. SAVE FREIGHTHOUSE!

Joel DeWitt

Tacoma Business Owner  
[REDACTED]

## **Public Hearing Testimony**

Linda Dorris

Hi, my name is Linda Dorris. I've been a resident in Fife for 58 years now, and I'm also on the Sound Transit Community Oversight Panel.

I just want to encourage everybody to get up here and speak your mind because we want to hear what you have to say as well, and I want to encourage routes that will have the least amount of impacts on residents and businesses.

For example, the route that goes along the highway, I don't want to see the Pick-Quick be taken down, and along with that the route that goes along the I-5 where it's going to affect the affordable housing. I don't want to see that impacted either, so I'm torn between which route to choose on that.

Also, I want to encourage routes and stations that encourage access to multimodal transportation because if somebody is riding and wants to go to the airport, they don't want to take the bus and have to walk two or three blocks just to get to a station, a light link station, so I want to encourage that the stations have multimodal transportation.

Also, on a personal level, I live over off of 62nd Avenue East, and I know that there's some land that has recently become Tribal trust, and so I don't know how that's going to affect my property, if the route's going to move closer to me, and how that's going to affect me.

Thank you.

**Online open house submittal**

**Jan 8, 2025 11:51:25 pm**

Brian Duddy

I believe that the SF-99 alternatives would have a strong negative impact on the visuals along SF-99, a historic highway that currently has very good views of vegetation, and this should be more strongly considered. As a resident of South Federal Way, it appears to me that the I-5 Alternative has by far the lowest impacts and should be more strongly prioritized. In addition, as it relates to the Tacoma segment, I believe that Freighthouse Square has a strong and meaningful collection of local businesses that should not be displaced, and this should be weighed more strongly than temporary construction impacts, utility impacts, etc.



## **Public Hearing Testimony**

Dianne Dunaway

I wasn't too sure about the plans. I learned a lot tonight. I'm just here about displacing and destruction of history.

We need to preserve Tacoma's history, Freighthouse. There's so much potential, and it could be the Pike Place of Tacoma.

I helped save the Java Jive. There's a home in the greenbelt east side of the tracks that could be an option. No matter what, plants are easier to replace.

The east side is crucial to the vendors. I personally did lighting for Halloween there. We are family here, and we could provide produce and local goods like the Pike Street Market.

All I'm asking is to seek other options before destroying Tacoma's history. We won't be able to take that back once it's gone.

Like the Java Jive, it was one of a kind, and many that would be relocated somewhere else may not, and they'd be closing their business, and that's what I'm afraid of. I love this.

**From:** John Earley Jr. [REDACTED]  
**Sent:** Tuesday, January 21, 2025 8:05 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Concerning East 25th and Tacoma

When do they plan on doing construction in the East 25th Street location in Tacoma

## **Online open house submittal**

**Jan 15, 2025 8:02:31 am**

April Elliott

I'm a Milton resident. If you are going to run the TDLE down 99, it is critical that we do not displace residents or business as this doesn't have any stops in Milton and doesn't bring business to our community. I prefer the SF I-5 Station or SF99-352nd option as they have a cross road that will allow people to bypass Costco traffic. There is a restaurant at 352nd and 99. It would be great if you gave them a discounted leasing deal that allowed them to stay in business if they have to move. It would be great if there was a bus that run up and down 18 to connect the South Federal Way station with the Auburn train station. This would allow commuters from both sides of the valley to have commuting options.

## **Public Hearing Testimony**

Leo Emerson

My concerns are two for the proposals here; one, to choose routes and construction to minimize the impacts to this particular area's economy and transportation. I understand that there's a cost function here too that has to be balanced with that.

What I'd like to see is those particular or that particular construction method to minimize costs to the system being Sound Transit and to the community that are involved here, Federal Way, Fife, and Tacoma. If that can be delivered with minimal disturbance and economy of cost, I think we can have a success.

**From:** Kevin Enlow [REDACTED]  
**Sent:** Sunday, February 9, 2025 4:03 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Save Freight House Square

Hi

I have lived in Tacoma for 60 years and freighthouse square has always been a great place to eat, and shop at. I have a friend that has a restaurant there that I go to many times to eat at. We keep losing so many places in Tacoma, let's not lose another one.

Kevin Enlow

## **Public Hearing Testimony**

Theresa Evans

Hello, thank you for the opportunity to speak. I was actually driving past your Federal Way and South Federal Way area, and I didn't know what it was. I thought some kooky things were going on, so I actually kept going down 348th.

I actually drove to Freighthouse Square, which is kind of unusual because I already ate about an hour ago, but I thought, oh, I want to go and have some more Thai food because I learned a couple words in Burmese because the two guys that are at the Thai restaurant or one of the guys is Burmese.

I got to say my two words, and I don't get to do that if you're going to tear down Freighthouse Square, so I don't think that's a good idea. That was the blue one I think, like the blue one in the Tacoma Dome area.

I like the 26th Street one because it goes past -- it's a little bit longer, and it's close to my house. It's about a half mile from the Freighthouse Square area.

Anyways, so your other options, I think I enjoyed the I-5 adjacent, but I was a little concerned about one of the areas when you got off the I-5 adjacent.

You guys were going through a mobile home park, and your two options through there was how to purchase the land and let people move their mobile homes. I don't prefer that, so maybe finding another option would be great. Thank you for your time.

**From:** May Farrington [REDACTED]

**Sent:** Sunday, February 9, 2025 8:57 AM

**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>

**Subject:** Public comment for Freighthosue Square

To whom it may concern:

How can you even consider destroying something as unique and amazing as Freighthouse Square? Something like it can never be built again, and the Light Rail Extension project can easily be installed in another area. From what I understand, there is an alternative called 'The 26th street alternative.'

26th street would be the least disruptive to surrounding businesses, would not obstruct the entrances to the building, and would just make sense considering the location of the rails right now. It would also be far less expensive since, from what I am seeing on the maps of the project plans, there would be no need to construct 30-foot straddles. All of the other three proposals involve 30-foot straddles.

Freighthouse has not had very good advertising to attract shoppers for the last decade or so, due to poor management/publicity, but that is no reason to destroy it. Let's not be like Seattle and tear down landmarks and history just because we can!!!! Publicity would be EASY TO FIX - a social media campaign would improve visibility and interest in the venue again!

Please, please do not tear down Freighthouse Square when there is a perfectly good and much cheaper alternative (26th St) !!!!!!!

Melissa May Farrington

**From:** David Fisher [REDACTED]  
**Sent:** Tuesday, February 11, 2025 5:15 PM  
**To:** Tacoma Dome Link Extension <tdlink@soundtransit.org>  
**Subject:** Just get it built!

Just get it built as stop wasting time and taxpayer money ! Need I say more?

David Fisher AIA, LEED Assoc.

[REDACTED]  
[REDACTED]  
[REDACTED]



## **Public Hearing Testimony**

Zach Foster

Good evening, I'm Zach Foster. I guess I'm one of the ones who felt inspired by hearing my fellow community members, and so I do appreciate getting an opportunity to actually say things to people because we only really get this one input.

I know there was input years ago, and there will probably be another one years from now, but there's going to be thousands of decisions that are made between now and then.

I think from my perspective, getting more of like a ranked what are the priorities really that we're assessing when we're talking about these different alternatives?

I think No. 1 would be the wetlands and ecology because it's natural. It's what our Earth needs, and what we need, and we can really mess it up forever.

This is one big time project, so if we can avoid messing that up, I think that would be the first priority.

The second priority I think would be the Native Tribes, the Puyallup Tribe, and there are sensitive things. I would defer my votes on a lot of those things to whatever they would prefer.

I think the third would be the businesses, and then fourth would be cost because really again this is one thing that's meant to be intergenerational, something that we can build and pass down to the next generation and to help everybody along.

I think if we spend a little bit more money on the front end to make sure we get it right, then that's more important than saving a couple bucks to kick anybody out.

Then the one thing I do want to reemphasize from what other people have said is we have to maintain Freighthouse Square. I think that it's so important that we keep that cultural local landmark for us, and it is super important to those of us who wish it forever.

**Online open house submittal**

**Jan 23, 2025 7:14:09 pm**

Zachary Foster

Keep the preferred alternative at Tacoma 25th street west. Adding this hub will revitalize the Freighthouse Square businesses, and if you build over that, then there won't be anything but traffic bustling around with no anchor. We need to keep Freighthouse Square to keep an anchor in the area, provide a 'third place' and a reasonable, warm, safe place to wait for the various modes of transportation. Keep freighthouse Square as a welcome to our Beloved T Town!!!!!!

**Online open house submittal**

**Feb 2, 2025 10:42:17 am**

Lorenzo Frazier

The Link Light Rail should go down Pacific Hwy and have transit center at Pac Hwy & Porter Way to give people living in Fife, Milton, & Edgewood access to the light rail.

## Online open house submittal

**Dec 16, 2024 7:58:57 am**

Benjamin Gearheard

After reviewing routes and station options I think the preferred alternative station sites are the best ones. I like that the federal way station and five stations are closer to housing sites. The five station is good because it is off the main roads which are already choked with traffic. It will be better for pedestrian and bicycle access because it is only a couple blocks from the new puyallup to Tacoma shared use path. The Portland Avenue station should be built as close to I5 as possible. The route over East 25th st is good. East 25th st is a total dump ready. The only people using it are truckers, prostitutes and the homeless parking overnight. I'm sure most of them would welcome a tunnel for shelter. If anything easy 25th st should be a one way road all the way down. You could go at grade with the train by eating the north side lane of 25th. Then dig out the road where it meets the existing parking garage. and send the train underground. Above the station, vacate 25th st between freighthouse square and the parking garage and turn it into a public plaza. For inspiration check out some of the train stations in Berlin Germany such as the one under alexanderplatz.. Freighthouse could have more outward facing shops by adding storefront doors. This neighborhood needs to be far more walkable with current and upcoming large housing projects. and the station can be the central plaza for it all. You could avoid the dig by wrapping the train north of the parking garage and having it load above the greyhound bus stop.

**Online open house submittal**

**Feb 1, 2025 9:39:05 am**

Russ Gibson

Tacoma Dome Link Extension Alternatives – Listed in order of preference: SOUTH FEDERAL WAY SEGMENT 1. SF Enchanted Parkway Alternative 2. SF 99-West Alternative 3. SF I-5 Alternative 4. SF 99-East Alternative FIFE SEGMENT 1. Fife I-5 2. Fife Pacific Highway 3. Fife Median Fife Station Options 1. Fife Station 2. Fife 54th Avenue Station Option 3. Fife 54th Span Station Option TACOMA SEGMENT 1. Tacoma 25th Street-West 2. Tacoma 25th Street-East 3. Tacoma 26th Street 4. Tacoma Close to Sounder Tacoma Station Options 1. Portland Avenue Span Station Option 2. Portland Avenue Station

**From:** Stacy G [REDACTED]  
**Sent:** Monday, February 10, 2025 1:42 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Freight House

Please don't demolish the Freight House! Please consider the 26th St alternative.

**Online open house submittal**

**Feb 9, 2025 8:05:38 am**

Les Gordon

I prefer the 26th street East alternative.

## **Online open house submittal**

**Jan 16, 2025 11:13:59 am**

Jason Greenland

I feel like the emerald Queen casino locations in Fife and Tacoma will be the perfect destinations. And the light rail can go back and forth between the two destinations after regular light rail hours as they are open 24 hours. Also, I think wild Waves theme and water park is an ideal South Federal Way. It can help greatly increase Park attendance without them having to expand parking and it can be a way to save on parking there. I also feel like there should be at least one Milton destination.



**Online open house submittal**

**Jan 31, 2025 10:16:30 am**

Jason Greenland

I think the Fife and Tacoma stops should be right at the Emerald Queen casinos plus I think there should be a Milton stop or two. Maybe two stops in the Southern Federal Way area with one being maybe right outside of wild waves's theme park

**Online open house submittal**

**Feb 9, 2025 8:57:26 am**

Leah Greinke

I prefer the 26th street alternative, please leave freighthouse square alone! Thank you!

## **Online open house submittal**

**Dec 20, 2024 4:48:55 pm**

Maria Hall

Hi I'm a current resident of the neighborhood near the proposed location of the South Federal Way Station and I am very familiar with the area you're considering and the traffic/business affects in the area of a station. I think your best bet is to use the blue alternative with the stop in the rock processing area. The new side street is not being used to it's full potential and that will also allow for people to get to the most busy parts of that area by train (Costco, gym, restaurants). You will need to add bus stops over there and also tweak the lights because there's too much traffic already at that location because of Costco. Also an access road behind the current businesses would work well or at least a pedestrian path to the North. Honestly, moving it up a block to 348th would be a little better, but I know that's a lot. Walmart or behind Walmart is an option or over where Lover's is more centrally located. The pink one is too far of a walk to everything, including Costco and Wild Waves. The purple one has proposed stops that are not near anything, business wise and also go along Pac Hwy which is already snaky and hilly and dangerous enough, I wouldn't want to add anything near it. It makes sense for the train to go by the freeway and weave into the shops. Better for noise pollution too.

## Online open house submittal

Jan 17, 2025 7:28:19 pm

Remy Hall

I am happy to see the light rail extension plans, and look forward to them, my preferred alternatives are simply the routes that follow SR-99 over I-5 due to business access, and the use of the enchanted parkway stations. This is because it is closer to commercial that is more useful for someone who might not own or primarily use a car; as a youth in the Tacoma area I value businesses like the restaurants, sports stores and tech shops along 9th ave S and at the terminus of SR-161. I-5 stations would still service the same shopping area, but I would prefer service closer to the 7-11, sportsman's warehouse and so forth than the Costco or Home Depot. In addition, I find the five section of the SR-99 corridor to be a major barrier to pedestrians and quite a dangerous roadway, creating a very dead space between it and I-5. I think a station near SR-99 could create business that could encourage future work that could go into safety and walkability of the district. Personally, I lean towards the SF 99-West and Porter Way Design Option, especially due to its higher cultural and historic performance. In addition, several businesses along the Pacific Hwy East corridor are very very important to many other people I know, youth and adult, that live all over not just Tacoma but pierce county as a whole. Particularly, pick quick, the poodle dog and weinerschnitzel, and I am sure there are plenty of other businesses along that corridor that are important to people. I am firmly against the Fire Pacific Highway plan for the five extension, for this very reason, along with the worst cultural and historic impact of any of the alternatives proposed. This area is incredibly important because of its relatively old businesses for the Tacoma area. While the I-5 plan is acceptable, I would vouch for the Five Median plan, for the following reasons: 1: a tram median is aesthetically appealing and offer opportunity for hedges, bioswales, or thin grass medians, mitigating some of fives horrible heat island problems and smog 2: the five median plan's low business displacement allows a commercial corridor to form around the new tramway, unlike the I-5 plan, and wouldn't have to rebuild, like the pacific highway plan. This would bring this area more traffic, and would contribute paying back the extra cost. 3: the five median plan allows the strip of land between SR-99 and I-5 to become a commercial center in a largely industrial area, which is helpful for development and serving historically underserved developments near the industry.

Hi, my name is Grace Handsmeyer. I'm a resident here of Federal Way, borderline NE Tacoma. I'm calling about the proposed Sound Transit site that would either obstruct or demolish Freight House Square. This is a historic site. There's many vibrant small businesses that simply cannot relocate. Please find a different path. This This is not the way to be to be knocking that down. I mean, these are not large businesses that can just stop and move. It is so important that we preserve that while, while still doing the mission of Sound Transit and I'm sure that you could find other other routes for that. My phone number is [REDACTED]. Again, that's [REDACTED]. And again, this is Grace Handsmeyer where I'm a citizen here of Federal Way, borderline NE Tacoma just 2 blocks away from Tacoma. Thanks so much. Bye.

**From:** Jessica Hansen [REDACTED]  
**Sent:** Sunday, February 9, 2025 4:07 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Link extension comment

Hi,  
Please don't demolish Freighthouse. It's a unique part of Tacoma. I favor the 25th St E option.

Thanks,  
Jessie Hansen

**Online open house submittal**

**Jan 29, 2025 4:30:41 pm**

Mark Hanson

Utilizing the "east" side of Pacific Hwy E between Federal Way & Fife would severely limit or eliminate Left turn driving access to existing businesses on East Side of Pacific hwy E. This would severely impact our business as well as others if this route is chosen. This would not be the most desirable route. There are more businesses on the East side than the West side .

**Voice message submittal**

Sabrina Harper

I was calling to say please do not close the Freighthouse Square. I love the Freighthouse Square. My name is Sabrina Harper, [REDACTED]. Thank you.



**Online open house submittal**

**Feb 1, 2025 9:03:58 am**

Wright Harrison

For the expansion from Federal Way to Tacoma, I strongly urge that Sound Transit follow the recommendations of the Puyallup Tribe and avoid sacred burial grounds at all costs. The history of this country towards the original caretakers of this land is devastating, and this is an opportunity to follow their lead. An added plus of routing the train down highway 99 is that it will be closed to where people live. That is not the case on any segment that hugs the freeway.

**From:** Emily Hasenleder [REDACTED]

**Sent:** Sunday, February 9, 2025 4:51 PM

**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>

**Subject:** Freighthouse Square

To whom it concerns,

Please don't destroy Freighthouse Square!

Sincerely,

Emily Hasenleder, a concerned citizen.

**Voice message submittal**

Hunter Henderson

To whom am I concerned? My name is Hunter Henderson. I'm a lifelong resident of Tacoma, Washington and I am running for City Council in Tacoma currently. And I heard you were trying to tear down Freighthouse Square. I don't approve of that plan, so please don't.

**From:** Hunter Henderson [REDACTED]  
**Sent:** Monday, February 10, 2025 9:35 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Freighthouse Square

To whom it may concern,

Sound Transit can absolutely not tear down freighthouse square.

You will be displacing dozens of small businesses.

Cheers,

Hunter D. Henderson, MPA

"A thing is right when it tends to preserve the integrity, stability, and beauty of the biotic community. It is wrong when it tends otherwise."

-Aldo Leopold

## **Voice message submittal**

Hunter Henderson

The name is Hunter Henderson. My address is [REDACTED] [REDACTED], Tacoma, Washington 98405. I am calling to leave a message about the potential destruction of Freighthouse Square for the Tacoma, Dome Link Extension. Please do not move forward with destroying the Freighthouse Square. You will be this placing dozens of small businesses and not to mention the Freighthouse Square is a historical building that has been around in Tacoma, pretty much since Tacoma became a city, it is a wonderful treasure that we have and all the citizens enjoy it. It is being used by people not for transit 'cause the transit has already moved the Amtrak Station over there anyways. Any further expansion of this transit that could impact that historical beautiful building should not be allowed. Period.

**Voice message submittal:**

Brett Henry

My name is Brett Henry, I live at [REDACTED] Tacoma, Washington, 98409. I would like to be... do not destroy Freighthouse Station. I want, I want it to stay. I'm voting to keep Freighthouse Station where it is. Do not, do not remove it.

**Voice message submittal**

Brett Henry

Brett Henry. I don't want Freighthouse to go because it's been here for such a long time.

### **Voice message submittal**

Brett Henry

Hello my name is Brett Henry. I don't want Freighthouse station to be destroyed. I want it to stay where it is. I know I put in two other votes for this, but I don't want Freighthouse station destroyed. I want it to stay there and you guys can build your station at the end of 26th right here, OK? [Inaudible].



## **Online open house submittal**

**Dec 19, 2024 12:47:16 pm**

Neil Hewitson

Hello. I am delighted that TDLE is soon to be constructed. In an attempt to be as forward thinking as possible concerning the placement of Tacoma Dome station (the station that I will be using most frequently), I would like to see the station placement with the best chance of terminating in downtown Tacoma rather than continue south to the Tacoma Mall. My preference is to have the preferred station placement of 25th street west, so as the station is above the street and has the best connections to other modes of transit. It appears this placement would also save a section of Freighthouse Square, allowing a retail space to remain on site. However, if the 26th street option makes for an easier turn into downtown Tacoma, I believe that is where the station should be placed. Thank you for your consideration.

## **Online open house submittal**

**Feb 10, 2025 7:43:58 pm**

Mary Hewitt

I am writing against the plans to put the Tacoma Link Dome extension along highway 99 in Federal Way. Looking at the ecological review done by Earthcorps in 2016 ([https://www.earthcorps.org/ftp/ECScience/Hylebos/HylebosWatershedPlan\\_2016.pdf](https://www.earthcorps.org/ftp/ECScience/Hylebos/HylebosWatershedPlan_2016.pdf)) it highlights the major impacts on the watershed in that area. As the document mentions, it is easier and more effective to preserve the areas as opposed to damaging them and trying to repair. There will be no repair for the mature forests in that area, and the damage to the watershed creeks and salmon habitat will be substantial. Additionally as noted in the Earthcorps report Federal Way, even in 2016 had a higher amount of paved and partially paved areas (impervious and partially previous in science speak) than other cities in King County and the county as a whole. I am guessing this statistic has grown since then with the immense development we have seen the last decade. We have built an outsized share of King County's affordable apartments for the many who need them, and welcome the people who live there. We take care of the homeless as best we can. Please run the light rail along the 5 in an area that is already more urbanized. Preserve the precious areas of the Hylebos watershed that are along the 99.

**From:** Deborah Hill [REDACTED]  
**Sent:** Tuesday, February 11, 2025 12:35 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** I love Freighthouse Square!

I favor the 26<sup>th</sup> Street alternative and do not want the main entrances to Freighthouse Square obstructed. Save Freighthouse Square for Tacoma!

Thank you.

Deborah Hill  
Tacoma, WA 98406

**From:** Ariana Hoard [REDACTED]  
**Sent:** Sunday, February 9, 2025 5:05 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Tacoma light rail project

Hello,

I have recently learned the light rail project coming into Tacoma may destroy Freighthouse Square. I highly oppose the options that do this. Please save this building and go with the 25th St or 26th St options. This project has already taken away places I grew up going to and loved like the laser tag place in Federal Way. I'm not going to sit back while that happens again in my town if there is another alternative.

Sincerely,

Ariana Hoard

## Online open house submittal

Dec 25, 2024 8:47:55 am

Keoni Ho

I'm a non-motorized user who's worked temp jobs in all these locations for the past 17 years and had to walk to various points across each of these areas. I also frequent them for leisure activities like Wild Waves and both EQC's. I have a good framework from which to comment, an expert commuter if you will. SFW: SF-East + Porter Way. The 359th is the best option for commuters if it has the easiest bus access plus will allow for future residential building sites. This design also gives me as a pedestrian central access to all points going to the theme park south, to the large businesses east, and towards Norpoint and office parks to the west. It displaces less residents. Whatever you do, please do NOT use I-5 option because it is NOT convenient for your riders. Fife: I-5 design + Fife Station. I don't know what the Fife Center City is but it sounds like a wonderful idea to create more pedestrian-friendly areas. We know Fife's a Port of Tacoma area with tons of truck traffic and it gets loud and traffic gets crazy at times. This will be a welcome station for the many people without much reliable transit access but want to have fun at nearby gambling parlors and get to their apartments across the freeway. Portland: Span would be better, it's nice to have the choice of entry without having to cross streets. Tacoma Dome: 25th-WEST. The best stations connect different transit systems. Yes, it's confusing for the novice rider or visitor, but with practice it's the best situation for the people that rely on it. PLEASE build it as one large station where Amtrak and Sounder and buses and Light Rail all work as one.

**Online open house submittal**

**Feb 7, 2025 5:14:38 pm**

Yang Hwang

계획안은 대체로 좋은 것 같습니다. 그런데 번역된 한국어 용어가 조금 어렵습니다,

Translated text: The plan seems generally good. However, the translated Korean terms are a bit difficult.

**From:** Alexa Janell [REDACTED]  
**Sent:** Sunday, February 9, 2025 6:51 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Freighthouse Square

To Whom it May concern,

I favor the 25th St East Alternative for the lightrail or whichever alternative will not disrupt the small businesses inside of Freighthouse Square.

Thank you for your consideration.

Sincerely,  
Alexa Janell

## Online open house submittal

Dec 17, 2024 9:05:09 am

Eric Johnson

Amphibian populations are declining worldwide, and amphibians are experiencing high extinction rates due to habitat loss, chytrid fungus, pollutants, pesticides, invasive species, and climate change. Amphibians are the most threatened class of vertebrates. Amphibians may occur in riparian habitat, which is present within the project area. Amphibian Refuge recommends conducting field surveys for amphibians. If amphibian populations are located, we recommend delineating areas of riparian habitat for amphibian protection and implementing a long-term amphibian population monitoring program. References: Catenazzi, A. 2015. State of the World's Amphibians. *Annual Review of Environment and Resources*, 40: 91-119. Collins, J.P., and M.L. Crump. 2009. *Extinction in Our Times: Global Amphibian Decline*. New York, NY: Oxford University Press. International Union for the Conservation of Nature (IUCN). 2024. *Amphibian Conservation Action Plan*. Gland Switzerland (IUCN). Kolbert, E. 2014. *The Sixth Extinction, an Unnatural History*, Chapter 1. New York, NY: Bloomsbury. Luedtke et al. 2023. Ongoing Declines for the World's Amphibians in the Face of Emerging Threats. *Nature*, Volume 622, 12 October 2023, 308-314. McCallum, M.L. 2007. Amphibian Decline or Extinction? Current Declines Dwarf Background Extinction Rate. *Journal of Herpetology*, Volume 41, Number 3, pp. 483-491.



**Online open house submittal**

**Dec 17, 2024 4:14:34 pm**

Dal K

Highway 99 is already a major arterial road with heavy traffic, and adding light rail construction could cause significant congestion and disruptions for drivers and businesses along the corridor.

**Online open house submittal**

**Jan 15, 2025 8:02:17 am**

Lavada Kent-Napier

Lavada Kent-Napier doing business as Zydeco Queen Cajun foods design concession stand for train riders

**Online open house submittal**

**Jan 20, 2025 6:36:04 am**

Barbara Kerrone

I use the Link in Tacoma and use the Link from federal way to Seattle. One of my top concerns is that the businesses that contribute to making our region a special place be respected and left intact in this process. Specifically, the Poodle Dog and Pick Quick burgers in fife, and Alfred's in Tacoma. Development should not be prioritized over history and character of our communities.

**Online open house submittal**

**Jan 15, 2025 8:57:39 pm**

Sara Kiesler

I am a South Tacoma resident, member of the Tacoma Bicycle and Pedestrian Advisory Committee, and a Sounder commuter. To ensure South Tacoma residents may access this station safely by bike or Sounder, I prefer the Tacoma West station (Portland Ave) or the Sounder station option. We must make access multimodal if we are to meet climate and equity goals for riders with disabilities and riders who do not have access to cars. Any option that does not prioritize multimodal access, including walking biking and Sounder trains, is a let down for the future of our region.

## **Public Hearing Testimony**

Jim King

My name is Jim King. I've been following this project for about two years with the contacts with the Transit.

I live in the South Federal Way area right over 99, and my primary concern is the preferred routes, comparing I-5 to 99.

Intended construction down 99, a four-lane highway, is going to essentially render it useless. It's already heavily trafficked during all commuter hours, and disrupting that is going to be more than a nightmare.

Looking at the matrix outside the variety of impacts, the routes along I-5 have the lowest residential business and environmental impacts of those four choices. The only apparent nonstarter on the I-5 is being identified as a Tribal cultural resource.

All of the impacts listed and identified in the matrix are all public knowledge, but to date I have not been able to get any information as to what those cultural resources are.

There's no identification of them or what they represent. I find that to be both disingenuous and recalcitrant on the part of the Tribe.

If there's an impact, I think it's only fair that the public know what that impact is and have a debate or consideration to comparing them to the identified impacts that the project has made public. Thank you.

Date: February 10, 2025

To: [tdlinkdeis@soundtransit.org](mailto:tdlinkdeis@soundtransit.org)

From: Gerald Knutzen, President of the Historical Society of Federal Way

Subject: TDLE DEIS Historic and Archaeological Resource Technical Report dated Dec 2024

I am providing this input as a local resident of Federal Way, not as the president of the Historical Society of Federal Way (the Society). I have been a board member and officer of the Society for over twenty years and have called Federal Way my home for over seventy-five years. As far as I know, the Society has not been asked to provide specific historic information related to this project and was only informed of the lengthy document on February 6, 2025,

Therefore, the Society and me personally have not had the necessary time to thoroughly review the historic information. Our organization gave input as part of a Stakeholders meeting that was conducted by the city of Federal Way back in 2021. Information was briefly discussed regarding historical structures in the south end of Federal Way.

It is my opinion based upon a very brief review of the document that Sound Transit has not done their due diligence in retaining the historic significance of these spaces. Numerous sights were listed for possible eligibility/non eligibility for the National Register of Historic Places. The Society was not contacted about this information, and we believe information in our historic files could be useful to the study.

In an ever-changing community such as ours, continuity is vital to retain our history. It is difficult for the average person to recognize significant structures, when they are referred to “as a school” as apposed to its proper name The Harding School or Brooklake Community Center, for example. This lack of information requires a deeper element of research and time to discover what an address or parcel conveys.

We believe wholeheartedly that the building at 35905 16<sup>th</sup> Ave. South, known as the Harding School is eligible for the National Register.

The uniqueness of the Hylebos Watershed is regarded as historic and significant. The Hylebos shaped the Spring Valley community. The residents revered the creek for its beauty, fish passage and wildlife, which was a reflection of how and why people lived or visited this community. The Tacoma Dome Link Extension poses a real threat to retaining our history and the natural setting of the South end of Federal Way.

The Society would like to work with Sound Transit to make sure the correct history of our city is revealed during this time of decision making.

**From:** Maurice Lacunza [REDACTED]  
**Sent:** Tuesday, February 11, 2025 6:43 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Save the FreightHouse

Please don't tear down another historic building in tacoma. Find another way for the project.  
Thank you!

Maurice Lacunza

**Online open house submittal**

**Feb 8, 2025 5:31:18 pm**

Diane LaFreniere

I love Freight House Square. Please do not destroy it. It's such a unique place someone needs to be in charge of better marketing for it. So much potential going to waste. Years ago The Old City Jail was such a nice quaint shopping place My heart still breaks that it was shut down. Don't break my heart again.



## **Public Comment Form**

January 23, 2025

Michael Landen

We own the property at [REDACTED] The only remaining home left in Fife in the green line definite construction. 3 generations dating back to 1957 reside on the property in 4 different structures. 2 are elderly + disabled. 6 people in all live there all family. We will need much assistance relocating all who will be affected by sell of the property to Sound Transit.

## Public Comment Form

January 23, 2025

Susan Lansen

4.5 acre home 59th + Pacific on the green line designed to be a parking lot. In my home we have individual living units for my family. My older brother with diabetes his plans were to pass on the same properties as our parents. Now he is willing to move but cannot afford to with his medication costs + his small SSI check. My younger brother in a separate location lives of SSI has had several strokes + a survivor of cancer. My son who has health + mental issues with a very low income from Post Mate driver. Our [illegible] mom daughter with 2 of my grandsons. We there with how mother [illegible] is disabled. My step-daughter is a caregiver. She cannot find another place to live she can afford. When I was born my parents bought the house + had it moved to its current location. We have been untouched since. Our home is still in my mothers + my name. We have family pets some passed there + some living.

To relocate every family member will need individual living areas they can afford. This is a small apartment complex on [illegible] individual living area on my property separate properties is [illegible] if such exists.

The property is commercial/residential it has been and is a low-income rental with no profit. This will effect my whole family who are willing to move if they can find a place they can afford.

## **Public Hearing Testimony**

Tim Large

My name is Tim Large. I'm a 13 year resident of the Milton-Fife-Edgewood area. I also work at Milgard Windows locally in the area.

I don't have an intricate speech here, but I'm in favor of having this light rail line in Fife. I definitely do not want Pick-Quick closed down, but at the same time I want to make sure I understand.

I have some questions that I hope I get answered at another time as I was listening throughout the presentations here.

One is what are the quantitative wetland impact measurements? I see more and less impacts on the wetlands. I'd like to see what that means as opposed to good, bad or worse.

Another question I had is how long is the closure of the T Line of the Sounder and the Tacoma segment? What does that mean for a timeline, and what are the alternatives for riders of that particular line, and also how long will Amtrak be closed and/or moved?

I also have a question just in general about the link line on how long Pierce County's been paying taxes on this particular line as compared to King County, mainly the east side getting a line before Tacoma as well as north King County and Snohomish County as much as we've been paying for these taxes.

I don't mind paying taxes for a light rail line, but paying them for this long without having any station in this area is troublesome.

I'm hoping that we can get some answers on what happened between the start of the taxation until the actual line is open. Thank you very much. I appreciate your time.

## **Public Hearing Testimony**

Julien LeBeouf

Hi, my name is Julien LeBeouf. First, I want to say thank you for the hard work on the EIS documents. It's lot of work that goes into that stuff.

Similar to Hannah, my concerns for this are to hopefully develop Federal Way into a more pedestrian friendly area.

As far as the South Federal Way Station, I think that the 352nd Span Station and the corresponding I-5 segment are probably the best solution. It gives the most sort of intermediate flexibility between all of them.

I don't think that the I-5 Station directly next to I-5 is going to be viable in the long term. There's just not a lot of transit-oriented development along that line.

In regards to the Fife Station, I think that the Fife Station with greater access to non-motorized access, especially since that's a very pedestrian heavy area with casinos and businesses down there, I think that that would be the most ideal.

For the bridge going through the Puyallup River, I think that the clear span to maintain access to the waterways and the Tribal fishing rights would be preferable or at the most ideal on that one.

As for East Tacoma, the preferred Portland Avenue Station would be fine. Once again, thanks. I think it gives the best sort of balance between all the different sort of needs and demands of the area.

As far as the Tacoma Dome, the preferred Tacoma 25th Street West, not east because that's as close to integration with Sounder and Amtrak as possible would be a good alternative as well, but I think that the preferred 23rd Street West location is just the best overall.

It's not terribly far away from the Sounder, not terribly far away from the Amtrak, but it also has good integrated flexibility with everything else. Thank you.

**Online open house submittal**

**Feb 9, 2025 8:26:31 am**

Yow-Hann Lee

I love Freighthouse, please don't destroy it as it is what makes Tacoma unique. The 25th st east alternative and 26th st east alternative are better options than impacting this heritage building and its businesses. It's not only a good food court for commuters but also hosts many fairs and events that make Tacoma stand out in the puget sound.

**From:** Dave Lesinski [REDACTED]  
**Sent:** Tuesday, February 11, 2025 5:50 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Fwd: Tacoma Dome Link Extension/ DEIS

February 10, 2025

Re: Tacoma Dome Link Extension/DEIS

Dear Sound Transit staff,

My name is Kerry Lesinski and I am a 31 year resident of the city of Federal Way.

I am writing in opposition to the DEIS statement at this time. I do not approve any option for the Tacoma Dome.

I will do my best to put forth the numerous reasons why this DEIS is not acceptable.

- Impacts to Tribal/historical lands
- Noise impacts air quality/health impacts
- Impacts to neighborhood cohesion. Affects affordable housing while imposing high density buildout.
- Residential displacement among historically disadvantage population.
- Construction impacts to minority owned businesses and business community as a whole.
- Environmental impacts/watershed importance

I have spent over countless hours trying to navigate these documents and have several concerns in your presentation, public outreach and data.

First and for most our Mayor, council, and citizens never voted to approve the light rail coming to/through our city. We have been forced to endure years of chaos due to the transfer station at S. 320th. This is the core of our city which should be an inviting place to live and visit. We are now subject to a massive cement overpass which blocks our downtown core as well as initiating complex traffic impacts, that will be on going for years to come. There is a lack of pedestrian access and safety with concerns to S. 320th transfer station.

The highest percentage of low income (33%) and minority (67%) populations live along the Enchanted Parkway option. This is 13% HIGHER than Sound Transit Distribution as a whole. Sound Transit has commandeered our 32sq. mile city and the Tacoma Dome extension will truly be detrimental to our environment, traffic, history, and mental health and well being of our citizens now and for generations to come.

An insufficient amount of time (3 weeks) was given to review and absorb the 16 separate documents that are hundreds of pages each. While I can appreciate the public outreach efforts and the work put into these documents, I notice outreach was conducted back in 2018-19.

Much has taken place from that time and our ever changing community is not aware of what took place back then. I understand an open house or two was conducted recently, but again these sessions are token attempts as you are expecting the public to have done their research and been involved for years. The information is overwhelming and technical.

The public must decipher the four possible options which is difficult when you have put all options on one map. Your map does not give street numbers nor does it point out the eligible places for historic recognition.

I am confused as to why the I-5 option is even on the table. Since 2018-19, it has been decided by the federal Government that the tribes will not allow passage along their ancient cemetery located east of the Gethsemane cemetery. While I completely understand and support this decision and their long fight to protect this space, this puts all the south end of our city in peril.

There is no mention of the Olympic pipeline that runs down the west side of I-5. Past

advocacy work omitted work being done on or near this aged-out structure, that was never installed with any environmental protections. This is a real concern.

We need to take care of our citizens in these difficult economic times not cause further strife by relocating homes and business, causing significant and lengthy traffic impacts and the removal of our historic structures and places.

The areas of deep ground disturbances is anticipated for approximately 85-90% of this project. Digging down 120-190 ft. to set the concrete pillars/track will no doubt affect the numerous wells and aquifers in the south end. We depend on our class A waters and it is imperative our resources are protected for future generations. I do not believe sufficient research regarding boring techniques nor the amount of borings conducted is sufficient for Sound Transit or public to approve/disapprove. Only 20 out of 40 tests were carried out, is an example. Redacted information regarding possible archaeological sites while respecting the tribe, does not support DAHP in recognizing historic places.

There is a lack of information describing to the public the historical significance regarding persons, structures, and places. The Historical Society was not given an opportunity to review these documents nor did the Sound Transit Librarian come to our facility with specifics. More time is needed to reveal the historical significance of the Spring Valley area specifically. Your work to point out areas/structures to be eligible for the National Register omit important cohesiveness to the public. Naming a "school" or "community center" instead of defining the Harding School (our oldest school in Federal Way and the Harding Community it supported, or Brooklake as JUST a community center. This lack of information requires a deeper element of research and time to discover what and address or parcel conveys. The Spring Valley Montessori school has a deep integral history with people, preservation, education that has been a direct influence in our community and our Puget Sound area.

Your options take the rail line through our protected wetlands, conservation, and restoration areas. Millions of dollars have been spent to preserve these places but now are at great risk of losing their functionality and aesthetic appeal. The city's Comprehensive Plan includes a walkable area along our wetlands as they run south supporting the Hylebos Creeks, both East and West sides of Pacific Highway. The rail line buildout will completely destroy the east branch of the Hylebos in my opinion, rendering our plans for restoration and education mute. The west branch is supported by the east branch and it must remain intact.

The uniqueness of the Hylebos Watershed is regarded as historic and significant. 92% of the watershed runs through Federal Way and what happens to the waters here matters greatly.

The Hylebos shaped the Spring Valley community. The residents and indigenous revered the creek for its beauty, fish passage and wildlife, which reflects how and why people live/lived or visit this special place. Spring Valley is regarded in King County documents as well as the Hylebos Watershed and Lower Puget Sound as a HIGHLY sensitive salmon spawning area.

The Puyallup and Muckleshoot tribes had ceremony and trade here in Spring Valley since time memorial. No mention of this did I find in your historic accounts. The creeks, wetlands are critical for fish species distribution. Sundance habitat, micobenthic invertebrate must make it to the Commencement Bay for a healthy salmon/fish habitat. They must travel via trees, water and rocks and cannot survive a culvert passage of any great length. Moving the Hylebos Creek was done along S. 373rd years ago, and it has been detrimental to the creek's functionality.

Silt, erosion have kept the fish from returning to the conservation wetlands along 8th Ave. The Hylebos Watershed Report was conducted back in 1991 with the input of 22 municipalities including the tribes mentioned and surrounding cities, such as Milton and Fife. This document is a roadmap for thoughtful development of the south end and warns greatly of never building with such disregard to the watershed. Such as Cosco, Home Depot, Wildwaves and Enchanted Parkway constructions. The Tacoma Dome Link Extension poses a real threat to retaining our history and natural setting of the South end of Federal Way.

South Federal Way Segment has a high environmental health disparity according to the DOH. (Environmental Health Disparities map. Our south end core will receive the same lengthy, off-putting, traffic, health and economic impacts that we are presently experiencing along our downtown core.

I whole heartedly request that the public be given ample time and correct information before we go any further.

Properly inform the public of tribal matters that affect our options of choice.

Put forth a comprehensive statement of the cumulative impacts to our city, environment, history and citizens for each option and aid the public through simple explanation in making a sound choice.

Thank you for your considerations and I am hopeful that more work can be done to protect and preserve the unique traits of our beloved city.

Respectfully

Kerry Lesinski

A solid black rectangular box used to redact the signature of Kerry Lesinski.



## **Online open house submittal**

**Feb 10, 2025 7:05:59 am**

Jerremy Lester

Portland Ave. Span Station to allow for TOD opportunities and multiple ways to enter station. A poster on Seattle Transit blog issued the following assesment and I agree... "So here we are: 25th Street is the best we have got. In my opinion, building directly on the Freighthouse Square parcel is the superior option of the Tacoma Dome Station options available to us in the EIS. Yes, it does destroy the building, but this was always a possibility after years of coordinated effort by local officials and commissions that sought an alignment over this very constrained street. It does have significant benefits: it lessens construction impacts, it allows for improved T Line station and track configurations in the street, it allows for a straightforward extension/integration, and it allows for the cancellation of the station's mezzanine. Tacoma Dome Station should resemble the profile of the new Downtown Redmond Station: low and humanely scaled." (Troy Serad)

**From:** Morgan R. Lester [REDACTED]  
**Sent:** Tuesday, February 11, 2025 1:13 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Public Comment for Tacoma Dome Link Extension (TDLE)

To whom it may concern,

My name is Morgan R. Lester, and I am a resident of South Tacoma. I am writing to Sound Transit to provide my comments on the proposed alignment and its alternatives for linking Federal Way to Tacoma Dome Station.

Regarding the South Federal Way alignment and proposed station, I must say that I am strongly against the I-5 alignment. It is simply too far away from the set of businesses - and potential transit-oriented development - that exist and could rise in that area in the near future. It is my belief that any of the other 3 alternatives - the Enchanted Parkway alternative, and both the 99W alternatives - are far superior, in spite of their overall impact to the area. I would advise against using the Porter Way design option, as it adds additional impacts that do not serve to enhance the alignment in any regard.

Going further south, regarding the extension as it passes through Fife, I would advise that the preferred alignment be kept, given its position, and overall alignment with the Fife City Center plan. Additionally, its constrained shape will preserve existing land for usage by either developers or other parties. Heading further down the line, I believe that the Median alternative is the best of the options available, given that it reduces not only impact to local businesses, but also to residences in the area. After all, construction impacts are temporary, and I believe that those impacts could align with projects Fife has on the boards to improve walkability, and pedestrian access across the city center. Further, I believe that a long-span bridge design should be used to reduce any impacts to the Puyallup River, which is a critical resource for the region.

Regarding the final miles to Tacoma Dome Station, I do not believe that I have a preference regarding the location of the Portland Avenue Station - both will be serviceable, but I would think that the span option, with its ability to better manage track operations would be the one to go with as it would improve system reliability; additionally, I believe Sound Transit should examine whether or not E Portland Avenue will remain a major freight route, given the SR 167 completion project, and its stated intention to connect SR 509 and SR 50 to SR 167 and I-5. I believe that that whole project will significantly reduce the freight volume on those local surface streets, but I would recommend study of this if possible. I do, however, have a significant opinion on the Tacoma Dome Station alternatives, which I will now write in bold and at double size:

***The only option that should be considered by Sound Transit is the "Close to Sounder" alternative, and the full rebuilding of Tacoma Dome Station into a unified transit hub.***

The reason for this belief is simple: the opportunity is extremely unique, and represents a critical opportunity to build a major center where one is already budding. Between the T-Line, Pierce Transit buses, and Sound Transit's own buses and Sounder Rail, it would create for a critical hub urgently needed in the South Sound. Additionally, I believe the business losses listed in the alternatives guide can be mitigated with a proper rebuilding of Freighthouse Square, creating potentially a set of either incubator spaces, or an airport-style mall alongside the station. By rebuilding it in this way, Sound Transit can create a destination that will drive ridership, and improve both the economic and social health of the area, and the surrounding communities in turn. The table is set for Sound Transit to eat well in this regard, and allow Tacoma and the surrounding communities to eat well as well. Sound Transit can invest in this hub, and create a positive investment feedback loop in the area. Sound Transit should welcome the fight that may come with this alternative as it regards Tacoma Dome Station - it is a good alignment, and one that will support the success we are seeing across the whole of the Link Light Rail system.

Thank you for your time. I look forward to seeing what comes in the near term regarding Sound Transit's decisions.

Respectfully,

Morgan R. Lester, BLA

A solid black rectangular box used to redact the signature of Morgan R. Lester.

## **Public Hearing Testimony**

Mark Lewington

Hello, my name is Mark Lewington. I've been a resident of Tacoma since 1979 and have commuted between Tacoma and Seattle for most of that time. I'm very familiar with the system that exists, and the weaknesses and strength of that system.

I've paid a lot of attention to the planning for the Tacoma link extension, and in my view the close to Sounder option is the one that should be pursued, and I acknowledge all my community members here who feel strongly about Freighthouse Square.

I hope there's a way that Freighthouse Square can be preserved. I acted in a play in Freighthouse Square in the '80s, so I have a long and affectionate history with that place.

Really strategically for our community, a multimodal system that connect everybody with transit in all the modes, bus, car, lightrail, heavy rail, and even ferries eventually I hope is absolutely critical.

If we're looking out in the future beyond the next few years, that is going to be the decision that is going to make the most impact.

I really hope that the board thinks very seriously about the close to Sounder option.  
Thank you for your time.

**From:** Invoking Lilith [REDACTED]  
**Sent:** Sunday, February 9, 2025 3:17 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Freight house square

Save freight house square!!

**Online open house submittal**

**Jan 15, 2025 5:47:55 pm**

Renzo Llanas6

How come riders can't have a choice of riding the bus or the light rail? Federal way to Tacoma should be a direct connection. Local buses can connect riders to your suggested additional stops

**Online open house submittal**

**Jan 13, 2025 10:10:52 pm**

M L

The line should be built along Pacific Highway.

## **Public Hearing Testimony**

Sondra Mangan

My name is Sondra Mangan. My comment is that regardless of the choices that are made in South Federal Way around the curve near Porter Way is that I ask you to be cognizant that there are 1,200 families living in Fife Heights in the area you have marked as unincorporated Pierce County.

Our egress from there is Porter Way, which was just shut down for three months, 70th Street, which you're talking about a permanent no right turn or no left turn on 70th, so we won't be able to go north. The only other way would be to exit down 10th Street to 54th.

If any of the 54th Street stations are going to block that area up, if you've got construction on 99, any of the 99 things are going to mess that up.

I'd ask you to really think about the impact that you're going to have on the 1,200 families that live in the Fife Heights area when you do this to make sure that we have really adequate access for fire, ambulance, and family egress from there.



**Online open house submittal**

**Jan 30, 2025 6:01:58 pm**

Sondra Mangan

Is there consideration for the residents of Fife Heights for access to 99 during the construction period and operational time? We have been impacted by the 161 extension and access to 99 going north from 70th is currently prohibited. Please keep access for our 1200 homes in mind as you make these decisions.

**From:** Christiano Martinez [REDACTED]  
**Sent:** Tuesday, February 11, 2025 8:40 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Cc:** Walker, Kristina <KWalker@cityoftacoma.org>  
**Subject:** TDLE Draft Environmental Impact Statement Comments

Afternoon,

I wanted to comment on the Tacoma Dome DEIS station alternatives:  
Any alternative that would cause the T-line to close < even temporarily > should be avoided.

It is a lifeline for those without a car downtown. Currently, downtown Tacoma residents have faced major setbacks with Sound Transit in recent years:

- \* Service cuts and cancellation of 590/594 servicing downtown commerce street transit mall
- \* hilltop extension top headways for T-Line service reduced from every 8 mins to every 12 mins
- \* No real time arrival information at stations (Passenger information management system).
- \* T line service terminating at 6pm on Sundays & 20 mins off peak is abysmal

**\*\*Please select an alternative that would not disrupt T-Line service. In light of local public perception, Sound Transit cannot afford any more shortcomings in Pierce County and to lose public confidence in the agency's ability to deliver for the South Sound.\*\***

Also: I would like to advocate for the Freighthouse square historical status & the assurance that any displaced small businesses located therein will be given preferential lease agreements once the redevelopment of the area is completed.

--

Christiano Martínez

**Online open house submittal**

**Feb 9, 2025 7:56:47 am**

Annika Maxwell

Don't destroy Freighthouse! Go with the 25th st. or 26th st. options but leave Freighthouse alone! It's not just any ordinary strip mall, it's a Tacoma landmark and a piece of our cultural history!

**From:** Carrie May [REDACTED]  
**Sent:** Monday, February 10, 2025 6:37 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Comment Freight House Square

To Whom it may concern re: Freight House Square:

I'm unsure who you have as your Sound Transit Public Relations person, but it's a travesty. The fact that your institution passed legislation in 2019 that, according to long-time resident voters, "didn't know what you'd do" to get said money is not only sad and brand-harming but a gross missed opportunity. Sound Transit clearly doesn't understand Tacoma and the limitless possibilities that a change like this could bring while embracing the "Gritty History" (it is "Grit City," after all) of a special place like Tacoma.

1. Have you accounted for the backlash of what tearing down this institution might have? I do not think that you have. An informal survey of users of The Sounder and Amtrak revealed that many voters did not understand that this building was on the chopping block. Be prepared for a lot of retroactive activism (something that you could have easily avoided with someone with a general understanding of the socioeconomic background of the Dome District).
2. You are sitting on a literal gold mine. Sure, you can use eminent domain (and potentially do it for a song), but why wouldn't you consider turning Freight House into a historically protected building? It has existed for over 100 years and houses businesses that are not only BIPOC-owned (and one, in particular, has been there for FOUR DECADES), but it also serves as an incubator for small businesses that would otherwise not be able to afford a storefront. The food court alone is the stuff of legend. Why not embrace those facts and turn them into a crown jewel of Tacoma? The location is prime, and the wholly unique businesses mimic downtown Tacoma's vintage row; it will bring people in - Tacoma does not want to be a corporate hellscape like Seattle has become. The fact that you are not leveraging this as a draw to not only Pierce County residents but also Seattle residents is honestly insulting and poor judgment. Again - you need to look at your staff.
3. Remember Seattle Mayor Nickels? I do. He's the one who messed up all transit in Seattle because he was a board director of Sound Transit. People didn't realize how bad it was until after he was a lame duck; as a former Seattle City employee, I can tell you he is considered a villain. Honestly, Sound Transit is not held in any form of positive light in the greater Seattle area. You are looking at years of backlash and animosity from Tacoma City, Pierce County, and the commuters of those areas if you allow Sound Transit to push this through. Again, why not go to the path of least resistance? For the same, if not less money, you can incorporate Freighthouse into the greater good and make it a giant money magnet for Tacoma.

4. Why are you not working with the Historical Society of Tacoma? Collaborating with the Historical Society of Tacoma is a symbiotic relationship that is being overlooked. Again, look at your team. Why are you not working together on such a huge endeavor? Or at least getting feedback? This is Public Relations Basics 101, and Sound Transit is offensively overlooking these essential skills. Don't you want to save money?
5. Speaking of saving money, will you look at the public and tell them you are considering tearing down a HUGE tax-funded parking lot to build a new tax-payer-funded parking lot? Good luck selling that to Tacoma.

I honestly will examine Sound Transit levies and the like with FAR greater scrutiny in the future and actively encourage others to disregard your pleas because this is just... pathetic. You have the opportunity to become an integral part of making Tacoma unique in the Pacific Northwest (and still make huge profits), and you are wasting it with this proposition. Sound Transit can enhance its public appearance at a minimal cost and garner millions of dollars worth of goodwill by saving FreightHouse Square.

Should you want a competent person on your team to address these community problems before they happen, you are welcome to contact me at the above email address.

Best,

Carrie May (Tacoma Resident)

**Online open house submittal**

**Feb 9, 2025 6:04:06 pm**

Geraldine McCrary

Save Freighthouse square

**Online open house submittal**

**Feb 9, 2025 9:19:09 pm**

Erin Meinershagen

I MUCH prefer either the 25th St E or the 26th St Station - as it will keep Freighthouse Square and be least disruptive to the businesses there. Freighthouse Square is a unique and historical gem in our city - a place for people of all walks of life to come together, eat food from around the world, shop and support local businesses, and experience a part of Tacoma's history. It also serves as a wonderful place for travelers to stop and grab a bite before or after their bus or train! PLEASE DO NOT demolish it.

## **Online open house submittal**

**Feb 1, 2025 3:22:06 pm**

Steve Menting

I would like to commend Sound Transit and the Federal Transit Administration for their diligent work in developing the Tacoma Dome Link Extension (TDLE) Draft Environmental Impact Statement (EIS). The TDLE represents a transformative opportunity to improve mobility, reduce congestion, and promote economic development while advancing regional sustainability goals. By extending high-capacity light rail service to communities from Federal Way to Tacoma, this project will provide fast, reliable, and congestion-free transit alternatives for residents and commuters. It is encouraging to see the prioritization of multimodal connectivity, transit-oriented development, and equitable access to public transportation, particularly for underserved and transit-dependent populations. Given the analysis presented in the Draft EIS, it is critical to move forward with the alternative that minimizes adverse environmental, social, and cultural impacts while maximizing transit benefits. In particular, alternatives that avoid sensitive tribal lands, minimize displacements, and reduce ecological disturbances should be prioritized. The inclusion of the Porter Way Design Option in the South Federal Way segment demonstrates a proactive approach to minimizing impacts on tribal-owned properties, and similar considerations should be made throughout the final decision-making process. I strongly recommend that the Sound Transit Board selects the least impactful alternative, ensuring that environmental mitigation strategies are fully implemented and that community concerns are addressed. By doing so, the TDLE project will not only achieve its core transit and mobility objectives but also demonstrate leadership in responsible infrastructure development.



## **Online open house submittal**

**Feb 4, 2025 12:26:15 pm**

Steven Meyer

Pierce county has received the short end of the stick in this light-rail expansion for too long. The folks in the South Sound region are much more likely to use public transit than folks living North of Seattle. We needed public transportation and green infrastructure, in this rapidly expanding part of the country, yesterday. Instead we have countless drivers in otherwise empty cars idling (and emitting) for hours, staring at their phones and making roads less safe during commuting hours. With our new administration walking back climate goals, and climate refugees fleeing to this part of the country, we need to expedite this process. I hope that the Biden infrastructure funding is making its way to this part of the country, and can help us create a more sustainable Western Washington with a real sense of haste and urgency. We should be expanding the Tacoma light rail lines to TCC WHILE the connection to King County is being finished. I also support the plans shared for a 6th ave version of the TCC line, and a more centralized location for the main tacoma stop on the 1 line at Union Station instead of the Dome District.

## **Public Hearing Testimony**

Brian Mitchell

Hi, my name is Brian Mitchell. Unfortunately, I do project management for a living, so I have questions that come from that, not necessarily about anything in particular or preferences that I have.

My main interest is the South Federal Way Station, though, but is there somewhere where someone can go to see more detail such as what requirements are met, what are the measurements for what the objectives are, what the costs are for each of the options?

I saw the numbers of businesses affected, but not a list of them or if they would just be impacted like Marlene's is impacted in that it's kind of a pain in the neck to get to it, but it's still operational or are these businesses that would have to relocate or maybe be put out of business?

Then the last thing is has a traffic study really been done on the Enchanted Parkway options? I ask that because if they don't go there and deal with Costco, they have no idea what in the world they're dealing with.

There are already major traffic incidents at Highway 18 and Enchanted Parkway because of people getting into Costco much less adding traffic for a rail station, so I'm just curious if that was taken into consideration.

It's kind of like when you buy a house, if you go in the middle of the day, everything's perfect. You need to look at it at different times of the day and the week to see what you're really dealing with, so that's my question. Thank you.

**From:** [REDACTED]  
**Sent:** Sunday, February 9, 2025 6:39 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Please do not

Destroy freighthouse square. There are so many lovely businesses there and we need to keep some of Tacoma's history before we end up a sea of apartments and parking garages.

Sent from my iPhone

**From:** Georgia Moody [REDACTED]

**Sent:** Sunday, February 9, 2025 2:22 PM

**To:** TDLE Draft EIS [tdlinkdeis@soundtransit.org](mailto:tdlinkdeis@soundtransit.org)

**Subject:** E 26th St Alternative

As someone who is eagerly awaiting fully regional light rail service, I am overjoyed to see the next phase coming to Tacoma, but not at the cost of the gem that is Freighthouse Square. It is a haven for small and micro businesses and home to some of the best and most affordable small restaurants in Tacoma.

Please consider the E 26th St Alternative plan so we can continue to enjoy Freighthouse Square for decades to come.

Thank you for your time,

Georgia Moody

**Online open house submittal**

**Feb 9, 2025 8:26:46 am**

Christina Morrison

Please save Freighthouse Square. I favor the 25th Street east & 26th Street alternatives.

**Online open house submittal**

**Feb 4, 2025 9:58:50 pm**

Betty Moss

Not enough time for public comments.

**From:** Timari Moxcey [REDACTED]  
**Sent:** Sunday, February 9, 2025 3:14 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Freight House Square

Please don't destroy Freight house square! It has been a beacon in the community around the tacoma dome for decades!!

**From:** Timari Moxcey [REDACTED]  
**Sent:** Sunday, February 9, 2025 3:16 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Freight house square

Please protect freight house square! It has always been a wonderful place to meet friends for dinner or take the kids when it's raining to see what adventures we can find



**From:** Timari Moxcey [REDACTED]  
**Sent:** Sunday, February 9, 2025 3:18 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** FHS

My family has enjoyed this space for over 40 years. There are family owned businesses there that have thrived this entire time. Please protect this space

**From:** Mad Moxie [REDACTED]  
**Sent:** Sunday, February 9, 2025 3:18 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** FHS

We love freight house square!

**Public Comment Form**

January 30, 2025

Normala Mungra

I am the owner of the [REDACTED] property. Our family acquired this property for retirement income. According to my view I-5 Segment would be better option. If we can save our building (partial taking) we would like to offer needed land (part of parking lot) without any compensation. Thanks

**Online open house submittal**

**Feb 1, 2025 12:22:58 pm**

Maria Nelson

Considering our history in the US of indigenous displacement and harm, I encourage the board to prioritize the wishes of the Puyallup Tribe when considering sites for the Tacoma Dome Link Extension. For too long, tribes' preferences and input have been superseded by US government and commercial interests. It is high time that the Puyallup Tribe's preference in this matter should be primary. Thank you Maria K Nelson [REDACTED]

[REDACTED]

**Voice message submittal:**

Eileen Newton

Hi, this is Eileen Newton. I'm a Tacoma resident and I would really hope that the Freight House Square, current small businesses that are there, will not be affected when we're making some of these changes. So I'm hoping, I think it's the 26th Street option that doesn't really affect their businesses and they will be allowed to continue working while you're doing the construction. Thank you so much. Bye bye.

**From:** Eileen Newton [REDACTED]  
**Sent:** Sunday, February 9, 2025 2:23 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Freighthouse Square

I've been so excited that the businesses that we love in Freighthouse Square have been able to benefit from moving the amtrak station there. We hope the restaurants and small local shops in the square are able to continue offering passengers a quaint taste of tacoma and are not adversely affected by construction. Please choose well.

Sincerely E. Newton

## **Voice message submittal**

Morgan Newton

Hello, my name is Morgan Rose [Inaudible] Newton. I live at [REDACTED], Tacoma, Washington. I've lived in Tacoma, Washington, my whole life and loved Freighthouse for a very long time. And I'm calling to talk about Tacoma Dome light rail extension project. I would just like to say, we really don't want to destroy Freighthouse in any way, we really want to keep this going, we like this piece of Tacoma history, and we really prefer, or favor, the 25th Street-East alternative or the 26th Street alternative/route. Because the other ones would probably take away this lovely piece of Tacoma's history. Not what's up. So, thank you. Bye.

**Online open house submittal**

**Feb 9, 2025 5:39:09 pm**

Iver Nitz

Please save Freighthouse square! I have fond memories of taking the Link from UWT to Freighthouse for lunch while I was completing my undergrad there. It's an iconic piece of Tacoma history that deserves to be preserved for future generations as Tacoma continues to grow! I favor the 25th St and 26th alternative construction plans.



**Online open house submittal**

**Feb 9, 2025 11:25:32 am**

Corey Noble

Please preserve Freighthouse Square, I have visited there several times during the Christmas season and after graduation ceremonies and events at the Tacoma dome. Freighthouse Square is truly a hidden Treasure. Yours Truly C.Noble

February 10, 2025

To: Sound Transit

From: Diana Noble-Gulliford

RE: TDLE DEIS Comments

The following is my personal input to the proposed Sound Transit project known as TDLE.

The focus of most of my comments will be on Federal Way. I have lived in Federal Way for over 50 years so I have seen a lot of changes over the years. I have also served in different capacities by volunteering on comprehensive planning processes and also the history of Federal Way. The knowledge I have is mostly gathered by my time in Federal Way and meeting old timers over the decades and listening to their stories. I also was in the real estate business for 30 years and banking for 10 years.

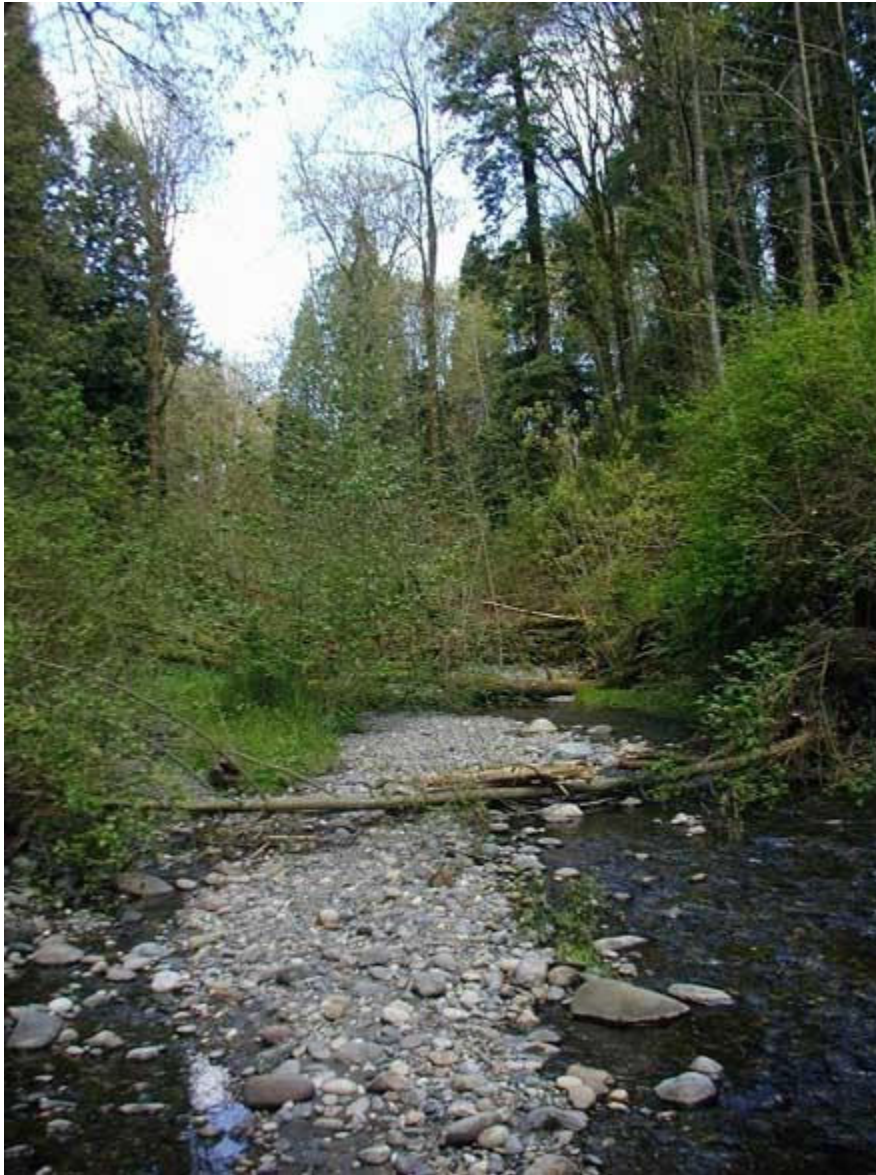
I believe that the Federal Way South Station is not needed. There is very little residential developments surrounding this area and very little future land for residential available for new development. There is a limit of sewer service available. It was a decision made a few decades ago before Sound Transit had it's eyes on the southern part of Federal Way but also because of the development of the area called Hylebos drainage basin and Spring Valley. This area was identified as an area not to be served by sewers when deliberating previous Federal Way comprehensive plans. Sewers flow north to the Lakota and Redondo treatment plants. Any new sewers in the southern Federal Way area would most likely have to be treated by Tacoma, which would involve a higher monthly fee for users and a higher fee for developers.

The higher traffic impact on such a high traffic area will cause existing businesses to suffer. This is an area that is the highest retail sales tax generator in Federal Way. It would be financially devastating to the City of Federal Way's budget forever. Businesses might want to relocate due to the increased traffic congestion due to the Sound Transit Station proposed in this area. Also impacting this area is truck traffic from the Port of Tacoma travels through the intersection of Hwy 99 and S 348<sup>th</sup> on it's way to Hwy 18 and I-90 going eastbound. At times it is bumper to bumper past S 356<sup>th</sup> going northbound. Planners have said that the truck traffic will be less when the SR 167 link to the Port of Tacoma is completed. This will be a toll road for trucks and trucks are already bypassing the weigh stations on I-5 in Federal Way by using Hwy 99. South King Fire has a maintenance facility on the corner of S 352<sup>nd</sup> and Hwy 99 that was recently purchased. It is very important that South King Fire have clear access to the roads in order to respond to any needs they may have. The taxpayers of Federal Way have invested heavily in our public safety facilities throughout our city. The south Federal Way station would drastically change traffic patterns in that area and beyond.

The Hylebos Creek Basin is a widely-known sensitive area and has been identified many years ago.

Below is an online article published Feb. 4, 2009 in Westside Seattle. Consider this part of my comments as what the 20 year plan was for the Spring Valley and Hylebos sensitive areas and wetlands.

# Twenty-two acres of Hylebos Creek habitat gains permanent protection



Hylebos Creek  
Mon, 02/04/2008

The future of the Hylebos Creek Watershed became greener.

**Last Thursday, the city of Federal Way completed acquisition of the 22-acre Goldmax Property in the southern part of the city.**

**The property includes wetlands and forested uplands and 1,200 feet of the West Hylebos Creek, where chinook, coho and chum salmon spawn.**

**"This preservation of habitat and open space is an important step for the city of Federal Way," said Friends of the Hylebos Executive Director Chris Carrel.**

**"Many suburban communities are losing the healthy forests and green space that make communities attractive to residents and to businesses. With this purchase, Federal Way is demonstrating its commitment to ensure that growth is balanced with retaining key habitats essential to sustaining clean air and clean water and supporting a quality community."**

**Carrel also praised the role of King County, which provided \$400,000 towards the purchase. King County Councilmember Pete von Reichbauer has been very active in supporting conservation in the Hylebos Watershed and at nearby Bingaman Pond.**

**"We couldn't have done this without King County's help," Carrel said.**

**The Friends worked with the city of Federal Way for four years to accomplish the property purchase. When the property owner decided last year that he wanted to sell, the project partners were ready.**

**The \$715,000 purchase was supported by a mix of Federal Way Stormwater utility funds and King County Conservation Futures funds, as well as a contribution from the Natural Resources Damages Assessment Trustees. The property will be permanently protected as open space and can not be developed.**

**The Goldmax purchase fits into the Friends' Hylebos Creek Conservation Initiative, a blueprint for preserving and restoring 745 acres and 10 miles of Hylebos Creek over the next 20 years. The protected area will range from the West Hylebos Wetlands near Federal Way's St. Francis Hospital to Tacoma's Commencement Bay.**

**The Hylebos Creek Conservation Initiative will provide habitat for native plant and animal species, including Hylebos' native salmon runs. The large swatch of protected forest will also provide open space for a growing community.**

**The Friends and its partners have successfully preserved more than 400 acres of the Hylebos Initiative area and are actively restoring these lands.**

**The group's active volunteer program has planted more than 73,000 native trees and plants in the past seven years.**

**Friends of the Hylebos is a nonprofit conservation organization working to protect and restore the environmental quality of Hylebos Creek, the West Hylebos Wetlands and the surrounding watershed.**

As you can see, the community, city, county, state and tribes were all involved in protecting this sensitive area. I do not believe that the proposed Sound Transit proposal of either route will not erode or damage the watershed of the Hylebos and Spring Valley.

The Spring Valley Montessori school and buildings has their own history. The Puyallup Tribe intended to work with the State of Washington to develop a fish hatchery in that location. This was in the early 70's.

Here is an article on George Justus and his invention of the Justus Cedar Homes. He and his wife Madeline were residents of Federal Way in Spring Valley. He built one of his newly-invented method homes. The following article was from the website of <https://www.docomomo-wewa.org/architect/justus-george-r/>

Born in Hogyesz, Hungary on August 14, 1913, builder George Robert Justus's life embodies the epitome of the "American Dream." Already a successful businessman, Justus had begun planning a business to build prefabricated homes in the wake of Europe's post WWII devastation. He was certain that his economical house could replace many of the destroyed homes; however when the Communist government took over the European lumber company he managed, his plans changed. He and his wife, Madeleine, quickly decided to start a new life in the United States. As refugees, they arrived in New York in 1948, and shortly thereafter made their way to the Pacific Northwest. Eager to start their new life in America, they capitalized on their heritage and at first started a Hungarian frozen food company in Seattle in 1950 called the Justus Co. Sold at local markets, Madeleine prepared a variety of Hungarian specialty dishes including Chicken Paproakash, Stuffed Green Peepers, Letcho, Hungarian Goulash, and Danubian Meat Balls, which were packaged, frozen, and distributed by George.

At night, George attended classes at University of Washington to learn the technical aspects of designing and engineering in the United States. He later recalled, "All the time I was studying how I could develop a method of prefabricating structures in this country?" Seeking further experience and connections, he took a job in Tacoma working as a salesman for the Tacoma Sash & Doors Co., and later worked as a detailer for Acme Millwork in Seattle.

With very little capital, but a strong vision and desire to have his own prefab business, Justus opened a prefabricated home factory on the tide flats of Tacoma in 1954. By 1955 they were ready to display their first product, a two-room cabin at the Puyallup Fair. Over the course of the next 30 years, the company grew steadily, eventually reaching a global market. While exact production numbers are unknown, in the United States homes were shipped far and wide – to Connecticut, Honolulu, Southern California, Montana, and Florida. Outside of the United States, one order noted that they shipped 490 precut homes to Japan for Katakura Bussan Co. who erected the houses in eight different cities (1973). They also sent 100 precut homes to Sharjah, in the United Arab Emirates (1975); built the first wooden homes (six) in Abu Dhabi (1975); and sent several homes deep inside the Arctic Circle.

Justus cabins and homes were engineering for the “do-it-yourself” builder. Sashes, frames, boards, beams, and timbers were all numbered on “self-explanatory, step-by-step instructions” for easy assembly. Walls were constructed of solid Western Red cedar – 4” thick x 8” tall with double tongue-in-groove stacking joints which had “patented dovetail jointed corners.” Connected by steel rods, the joints were so precise (within a 1/16 of an inch tolerance) that the buildings were weathertight. In the 1970s they marketed this design as their “Energy Lock” system. The timbers were kiln dried and treated with a preservative chemical to enhance the cedar’s natural weatherproofing (10% moisture content).

Cabin prices started at \$1,150 for a one-bedroom model, and up to \$4,450 for a three-bedroom house. Construction of a three-bedroom house was reported to take about 330 man-hours, while a cabin took just 50-70 hours.

Marketed under a variety of different names over the years (Justus Homes, Justus Cedar Homes, Justus Solid Cedar Homes, Justus Company, and Justus Log Homes), at its height in 1979 the company offered 70 different models. Their catalogue included everything from A-frame cabins and full-size homes, to motels, churches, and even office buildings.

Justus focused on quality instead of quantity. He noted that, “I never believed that everyone should have a cedar house, just those who like a rustic structure and like to take part in the construction.” The most popular models in the early years were the “Sugarbush,” a T-shaped unit with a loft; and the “Sandpiper,” which was distinguished by its raised skylight and full-width front deck. Custom options included skylights, hot tubs, greenhouses, and bay windows. In fact, most of their designs were customized for individual tastes. Their “Cascade II” Passive Solar Home model, designed by Tyler Gazecki, won the “Best in the West” Golden Nugget Award at the Pacific Coast Builders Conference in San Francisco for manufactured homes in 1981. It was selected from 637 entries.

By 1979, Justus had twenty-nine dealerships across the United States including offices in Spokane, Vancouver, Tacoma, and Port Orchard in Washington; Hamilton, Montana; Thomasville, Georgia; and West Chicago, Illinois. Vancouver, Washington salesman Ole K. Rasmussen, was the National Justus Dealer of the Year twice (1977, 1978) with 1977 sales alone exceeding 1.7 million dollars.

Other notable projects include the Thunderbird Lodge at Snoqualmie Ski Area (1956, with Tucker & Shields); a personnel building for Pan-Alaska Fisheries Inc. in Unalaska; St. Georges-in-the-Arctic Episcopal Church in Kotzebue, Alaska (c.1967); the Spring



Valley Montessori School (c.1965) in Fife; the Reinell Boats Office outside of Marysville (1970); several buildings at the Lake Tahoe Donner Resort Community (1972); the Tipi Village model homes in Red Lodge, Montana (1974); and a 23,000 sq. ft. clubhouse in the United Arab Emirates (1976).

In 1971, the company was purchased by Frank Lyncott, and shortly thereafter was bought out by one of their main competitors, Lindal Cedar Homes, in 1983. Lindal continued with the Justus Cedar Homes product line until the late 1980s. The Justus line helped the company reach a high of \$16 million dollars in sales in 1987, a time when their dealership size had reached almost 198 offices across the US and Canada. George Justus enjoyed his retirement and passed away on August 30, 1995 in Federal Way at the age of 82.

– *Michael C Houser*



## House – Justus Homes “Conifer Model” | Poulsbo

Built: 1977 | Source: NWMLS

Come see it being assembled!  
**The Conifer – Solid Cedar Home**



Precision cut and pre-packaged for completion on your lot — anywhere. Beautifully designed in the most durable, practical **SOLID CEDAR!**

Display Model at 50th St.  
Exit off I-4 eastbound.

Send \$2 for our 44-page Color Catalog to — Arthur Yates, distributor, Dept. F  
P.O. Box 18345, Tampa, Fla. 33679

**Justus Solid Cedar Homes**  
distributed by — Arthur Yates  
Phone — 253-2164 • 251-3432

## Advertisement | Justus Solid Cedar Homes

Source: The Tampa Tribune – November 11, 1975



### OPEN SEMINAR

Justus Seminar, Thurs. Oct. 25, 8 PM.  
Vance Tyee Motor Inn, Olympic Room, 500 Tyee Drive.

**How to begin the last home you may ever buy.**  
Don't miss this unique opportunity to gain valuable knowledge about one of the world's finest building systems. We will cover: Site selection. Mortgage financing. Current building costs. Justus history. Resale values. Construction techniques. Design alternatives. Maintenance. Why you shouldn't be afraid of the word "custom."

**Save energy.**  
Cedar is the finest natural insulator known to man. And when combined with our special dove-tail joint construction, a Justus home is amazingly solid and tight. Warm and cozy in the winter, cool in summer, the patented Justus Energy-Lock® system has been shown to save up to 40% on fuel bills in even the most severe climates.

**Prepackaged. Easy to build.**  
A Justus Cedar Home is easy to construct with the help of a contractor—or do it yourself. The precision cut, pre-engineered thick 4x8 timbers fit together perfectly. Choose from award winning designs, including passive solar. Or let our custom design team work closely with you. You can save up to 50% or more labor costs. Get the full quality story and how-to-begin information at this Justus seminar on Thursday, Oct. 25.

 Justus Log Homes

## Advertisement | Justus Log Homes

Source: The Olympian – October 21, 1984

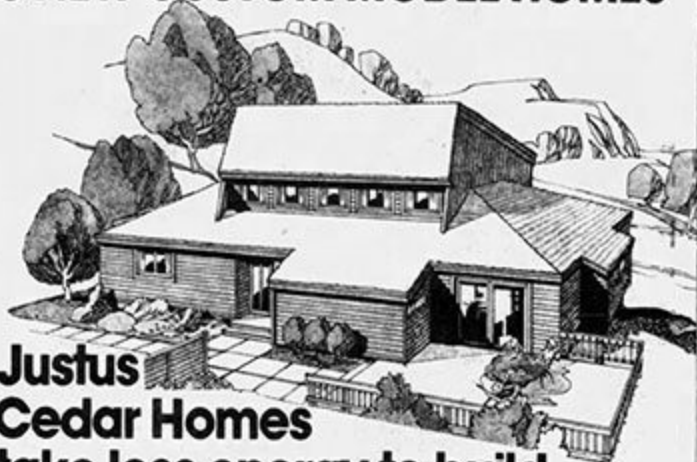


## Typical Justus Log Detail

Source: Michael Houser



## Grand Opening Today (10a.m.-7p.m.) 3 NEW CUSTOM MODEL HOMES



### Justus Cedar Homes take less energy to build ...and to live in.

Visit the new custom model in your area and discover for yourself the lasting beauty of a Justus Home. Each four-inch-thick kiln-dried Western Red Cedar timber is double tongue-and-grooved and machined to zero tolerance for an airtight fit. Corner joints are dove-tailed for added stability and ease of construction. Combined with roofs, windows, doors and ceilings specifically designed to be energy-efficient in your area, the Justus "Energy Lock" system gives you a better home value in any climate (it's especially ideal for solar applications). Custom options include skylights, hot tubs, greenhouse and bay windows. For a look at some of our 300 existing plans and custom design features, see the Justus model nearest you today.



#### Stop by the Justus Open House in your area.

**Spokane**  
Directions: From I-90, take  
Pine St. exit to N.E. Service  
Road and Indiana Street.  
Phone: (509) 926-5363

**Vancouver, WA**  
Directions: From I-5, take 75th  
St. exit. Turn East to Hwy. 99.  
North to 95th St., West (past  
Datsun) to display.  
Phone: (206) 694-8779  
(206) 574-2101

**Tacoma**  
Directions: Take I-5 South to  
exit 136 (Port of Tacoma) and  
turn right. Turn right on Pacific  
Hwy. Turn right at Justus  
Homes sign.  
Phone: (206) 922-1522

For more information mail the coupon below.

- ☐ Please send me your 68-page Justus Homes Silver Anniversary Portfolio.  
(Enclose \$4 for postage and handling.)
- ☐ Please send me information on Justus Solar Homes.
- ☐ Please put me on your mailing list.

Name

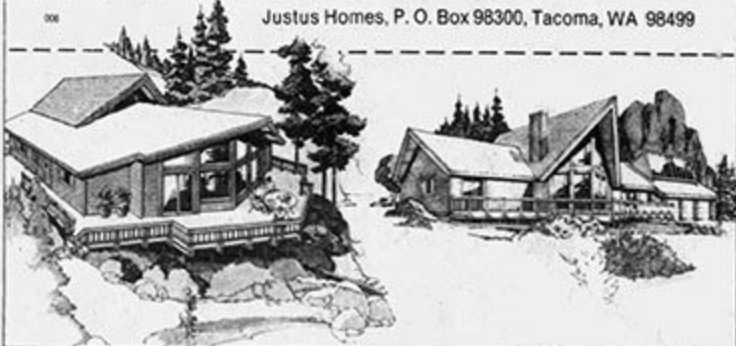
Address

City  State  Zip  Phone

☐ I own a lot. Location

006

Justus Homes, P. O. Box 98300, Tacoma, WA 98499



## Advertisement | Justus Homes

Source: The Sunday Oregonian – September 30, 1979

### MANUFACTURED HOME AWARD

Builder Magazine and Pacific Coast Builders Conference  
select Justus for the "Best in the West" Gold Nugget award.

Below is an excerpt from an article in  
Seattle Times, June 5, 1981.



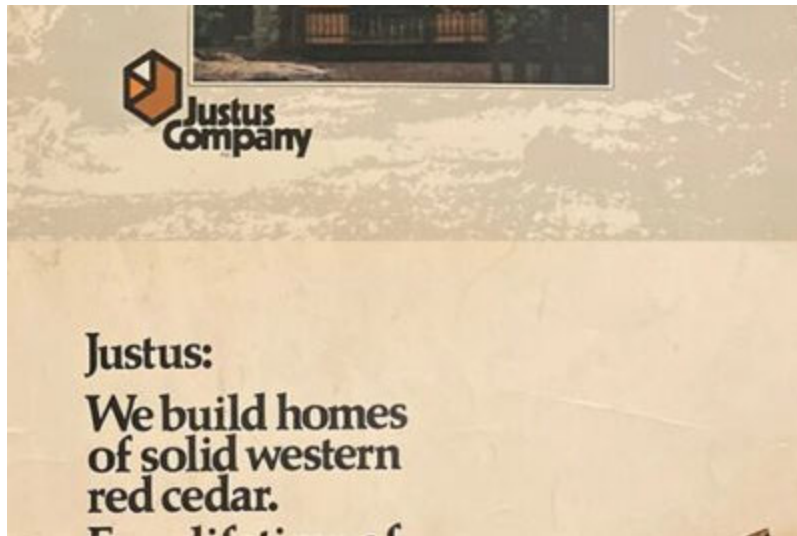
## Advertisement | Justus Homes

Source: The Seattle Post Intelligencer – May 9, 1982



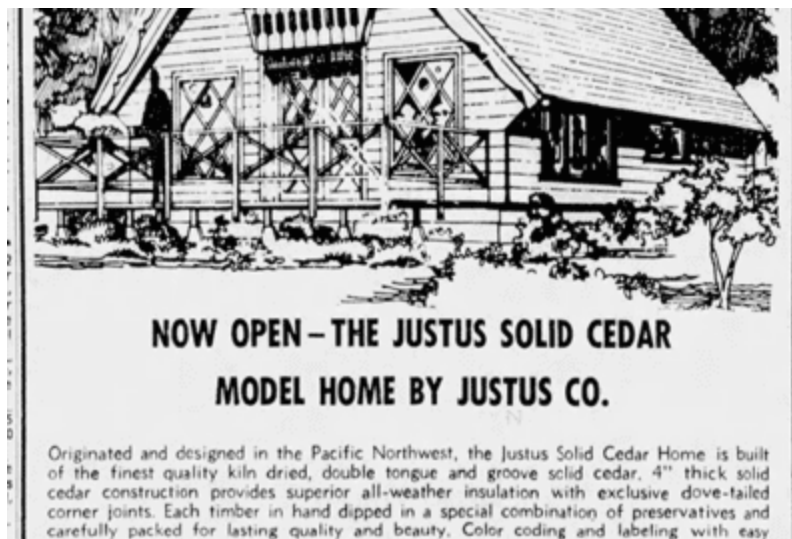
## Justus Home | "Cascade II" Model Home – Gold Nugget Award

Source: Seattle Times – July 5, 1981



## Justus Company Catalogue

Source: DAHP



## Advertisement | Justus Solid Cedar Home

Source: Seattle Times – July 10, 1971



## **Postcard | Justus Cedar Homes – “Sugarbrush” Model**

Source: DAHP



## **Thunderbird Lodge | Snoqualmie Ski Area**

Built: 1956 | Source: NWHikers.net



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(Enclose \$4 for postage and handling.)  
☐ Please send me information on Justus Solar Homes.  
☐ Please put me on your mailing list.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

☐ I own a lot. Location \_\_\_\_\_

Justus Homes, P.O. Box 98300, Tacoma, WA 98499



## Advertisement | Justus Homes

Source: The Spokesman Review – September 23, 1979



## Spring Valley Montessori School | Fife

Built: c1965 | Source: Michael Houser

There is a cemetery between I-5 and Gethsemane Cemetery that has been named over the years as a pioneer cemetery and also St George's Cemetery. I have visited this location with members of the Puyallup Tribe. The access is limited as to unimproved roads by the city. Access is important for the Puyallup Tribe to maintain this historic and sacred cemetery. The City of Federal Way and the Puyallup Tribe has been communicating for years on a solution but as I have been told, none has been determined. Several gravesites in the St George's Cemetery have been relocated to the Calvary Cemetery in Tacoma. There is a list of names of the relocated gravesites at the Historical Society of Federal Way. The source of this information is from a file in the Archaeological office of the Puyallup Tribe that I copied a few years ago. St George's cemetery was created by the Catholic church and Father Peter Hylebos as an addition to the St. George's Indian School. These facilities were located on the land where the Gethsemane Cemetery is at this time. St. George's Indian School was one of the outcomes of the Medicine Creek Treaty when the State of Washington was a Territory. This school does not have a good history. The Puyallup Tribe website for the history of St. George's Indian School is:

<https://www.stjames-cathedral.org/history/holythings/35hostiron.aspx>

The information about the Brooklake Community Center needs to be corrected regarding how the City of Federal Way came to own it. I am attaching a pdf file about the history of the Brooklake Community Center by Dick Caster. His information is well-documented. It is obvious that the Historical Society of Federal Way was not contacted regarding the history of this center or other historic properties. Sound Transit is required to address historical and archaeological sites in the TDLE DEIS by the federal Government.

Any proposed development by Sound Transit in this area should be avoided as the property line boundaries were not well-established at that time. King County did not survey properties in this area for many years. I believe it was in the 1930's when King County hired CCC people to go around and document buildings and ownership so tax files could be established in order for King County to collect property taxes. Sound Transit could check with the Puget Sound Archives in Bellevue for this documentation.

I am including a few documents with my personal comments for Sound Transit's information on what previous decisions and vision was established for South Federal Way. It is a much different vision than what is being proposed by Sound Transit at this time.

Do not build this transit center, a garage or a parking lot. We don't need it. If a through route needs to be determined, use the Hwy 99 route in order to avoid the Puyallup Tribe's St George's cemetery.

It is imperative that Sound Transit protect our existing wetlands and open spaces. There are no tradeoffs in the future.

Attachments:

Federal Way Resolution 96-233

Final SMAP for West Hylebos

Hylebos Action Plan

City-Owned Parcels Spreadsheet

Hylebos Watershed Plan 2016 Earthcorps

King County Surface Proposed Basin Plan Hylebos Creek Lower Puget Sound

Brooklake Community Center History by Dick Caster, Historical Society of Federal Way

## **Voice message submittal**

Fred Novak

Hello, my name is Fred Novak and I'm just a concerned citizen of the City of Tacoma 'cause I don't want the Freighthouse Square to go away. We love our Freighthouse Square and are so sad about it and we hope that it can just stay here because there's so many communities and everybody loves it. And the Freighthouse Square is like a piece of history that we all love. And I just couldn't imagine it being gone... out of our lives. I don't know, it's just hurting my heart. So thank you for listening. I hope you take this into some consideration. Have a wonderful day because we just love our Freighthouse. Thank you so much for your time. Bye.



**From:** Theresa Oborn [REDACTED]  
**Sent:** Thursday, January 23, 2025 8:41 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Re: freight house demolition

The freight house at Tacoma dome station is a bastion of quirky individuality in this town. I found it to be such a refuge when coming home from work hungry and cold. Whatever it is replaced with, I doubt there will be fresh Gyoza or coffee to sustain me on my 3 hour trip to and from work.

I love this place. If it must be taken down, I wish Tacoma authorities would consider making it not only tolerable but enjoyable for people to pass through on their way to somewhere else. The city should not be hostile to the people who make it what it is.

**From:** Daryk Oughton [REDACTED]  
**Sent:** Monday, February 10, 2025 4:37 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Please don't tear down the freighthouse

The tacoma freighthouse is not only historical it's also a place where hard working Americans make their living! It hosts community get togethers houses independent small businesses and has affordable restaurants for people to eat. This may just be a building to you but it means allot to us in the community please don't tear it down build it up and support it.

**Online open house submittal**

**Feb 10, 2025 8:07:10 am**

Yeni Oughton

Save the Freight house, we love to visit the shops on the weekends.

**Online open house submittal**

**Feb 10, 2025 10:31:43 am**

Sally Perkins

Please do not displace Freighthouse Square and the many businesses that operate there. Please protect as much access to Freighthouse Square businesses during construction. The 25th Street East Alternative or the 26th Street Alternative are preferable. Thank you.

**Online open house submittal**

**Jan 21, 2025 2:03:44 pm**

Bertram Peters

I'd like to voice my enthusiastic support for the "SF Enchanted Parkway Station (352 Span Station option)." This would put the train right in the middle of a major shopping area, which is always congested--Home Depot, Lowes, & Costco.

**From:** EILEEN PETERSON [REDACTED]  
**Sent:** Wednesday, January 29, 2025 3:42 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Federal Way segment

After attending meeting and reading literature , I have some concerns on the proposed new stations in Federal way . Hoping that a traffic study has or will be done in that area .That is a normally congested area with Walmart ,Costco,Lowes and Home Depot , and you throw in Wild Waves in the summer time traffic is a mess .Dont forget Enchanted pkwy that also backs up with the Puy Fair .

As we will continue to respect the tribal lands(I beleive there will be a stop in fife by casino) hoping that we also respect those that are buried in the Gethsemane cemetery .,they do not have a say .

Lastly always want to make sure we have safety and security of Passengers on light rail and in stations .Does Sound transit pay for the security on board and in the stations/Parking ? Or is that a City expense .

Thank you

Mike Peterson

**From:** Richard Plasencia [REDACTED]  
**Sent:** Tuesday, January 28, 2025 12:08 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Opposition to freight house demolition

Dear Sound Transit Board,

I am writing to express my strong opposition to the proposed annexation and demolition of Freighthouse for the Tacoma light rail expansion. Freighthouse is a **historic landmark and a thriving small business hub** that contributes greatly to Tacoma's cultural and economic landscape. Displacing over 20 diverse businesses would be a devastating loss to our community.

This unique space offers foods and shops that cannot be found elsewhere in the city, and these businesses would **greatly benefit from improved transportation access**, not removal. Its rich history and cultural diversity make it an irreplaceable part of Tacoma's identity.

Rather than demolishing Freighthouse, I urge you to consider the **abandoned construction site across the street**, which presents a far better alternative for development without harming small businesses and local heritage.

Please reconsider this plan and prioritize solutions that preserve our community's character while supporting sustainable urban growth.

Sincerely,

Rick Plasencia  
[REDACTED]

**From:** Rachel Porter [REDACTED]  
**Sent:** Wednesday, January 22, 2025 11:46 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Link light rail

Hello,

After spending a week in London and having ridden Amtrak from Portland to Seattle, to Mount Vernon and to Ellensburg, the #1 issue I see is that the train doesn't normally stop in places that are useful to pedestrians.

Considering light rail, I understand The Last Mile is also a big hurdle to get people out of their vehicles, hence the large parking structures in Mountlake Terrace and Northgate.

All this to say, is it in the plans to build out the arce or 5 around each stop for mixed use? Mid priced apartments, grocery, services, amenities?

I personally live in the Proctor district in one of the new apartments. I chose to live here for the walkability. I drive my car maybe once a week at most.

I am a Strong Towns member and appreciate the human centric approach to transportation design.

The Tacoma station is in a rather seedy part of town and that is a deterrent for people to take public transportation.

This is probably outside the scope, but encouraging businesses to occupy the area improves safety. It has gotten better.

I'm happy to see light rail moving south!

Rachel Porter



**From:** Kate Powell [REDACTED]  
**Sent:** Sunday, February 9, 2025 4:45 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** PLEASE do not destroy Freighthouse Square!

Hello,

I am a Tacoma resident and devoted patron of Little India Express, the Indian restaurant located inside Freighthouse Square. They have the best Indian food in Tacoma and the kindest staff.

Light rail expansion is something I feel strongly about. It's good for the city, it's good for commuters, and it can and SHOULD be good for the locally owned businesses located near its stops.

Of the four options for the Tacoma Dome extension project, I urge you to ONLY consider the two options that do NOT imperil the businesses located inside Freighthouse. There are a lot of them, many of them small ethnic restaurants, and it would be the opposite of diversity and inclusivity to ask them to give up their livelihoods for something that could just as easily grow their businesses if done right.

Go down to Freighthouse Square and eat at Little India Express. Try the Baingan Bharta, suitable for vegetarians but tempting to anyone. Their paneer dishes are fabulous too. Meet the people, eat their food, and understand what you could be taking away from them, their customers, and the fabric of the city if you go about this the wrong way.

Thank you.

Sincerely,  
Sound Transit rider, Tacoma resident, and local takeout enthusiast  
Kate Powell

**Online open house submittal**

**Dec 14, 2024 2:59:23 am**

Roger Price

Very hopeful that the Tacoma Dome Link can be completed on time. We have waited decades for Light Rail to FINALLY connect Seattle and Tacoma, the regions two largest urban Centers!!

## **Public Hearing Testimony**

Daisy Quinn

The I-5 alternative for the South Federal Way Station should ideally not continue being studied in favor of the other alternatives near the shopping center as well as the high risk which has been put on DEIS and would also be very helpful for bus connections as well as an extremely large timeline for just a mile-long station gap to open South Federal Way early just like Angle Lake was opened early.

It should be taken into consideration that alternatives on the Pacific Highway between South Federal Way and Fife would be required to add sidewalks to the roads and better overall infrastructure.

As for the Tacoma Dome Station, the 26th Street alternative, any future expansion from that would have to go over I-705, which would make it harder to go into a potential future downtown Tacoma tunnel if anyone were to prefer that.

The Freighthouse Square option is pitched as being connected, but the 25th Street West right next to it is arguably just as connected. It has the same bridge, and also optional routes to the parking garage.

There's an option for new bus space to be right underneath it, and Freighthouse Square should not be destroyed under any circumstances. Thank you.

**Online open house submittal**

**Feb 9, 2025 11:22:49 am**

Melisa Rader

I do not agree with tearing down Freighthouse Square for this project!

**From:** Nelson Rascon [REDACTED]  
**Sent:** Tuesday, February 11, 2025 12:51 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Freight house

To whom it may concern:

I urge the board to preserve Frighthouse Square, a valued community landmark. Rather than demolishing it, this space should be transformed into a vibrant shopping and dining hub that serves transit users and enhances the area. Please support one of the alternatives that protect this local treasure.

Nelson Rascon

M.P.A, C.P.C

Executive Director-Dads MOVE



[www.dadsmove.org](http://www.dadsmove.org)



***"Family-focused, Dads Driven"***

**From:** Calvin Read [REDACTED]  
**Sent:** Monday, January 27, 2025 1:34 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Save Freighthouse!

Hello, my name is Calvin and I've been a resident of Tacoma since 2011. I **strongly oppose** the demolition of Freighthouse Square for its historical and community value, as well as the harsh displacement of the small independent businesses that make their livelihoods there. The expansion of sound transit is important, but it cannot and must not take away Tacomans' opportunities for working in an already tenuous and unstable economy. Please consider making expansions to Sound Transit elsewhere.

With Consideration,

Calvin Read  
(they/them)

**From:** Elsie Reyes [REDACTED]  
**Sent:** Sunday, February 9, 2025 5:44 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Leave Freighthouse Square Alone!

Please don't destroy Freighthouse. This is a one-of-a-kind building, and to this day, I've never come across a building that comes close to Freighthouse. It's almost like Tacoma's Pike Place.

Freighthouse is home to unique vendors and delicious food. Having gone to high school across the street, Freighthouse was iconic to us. It was the go-to spot for lunch or a nice drink.



## **Public Hearing Testimony**

Anthony Reynolds

No. 1, as far as the Tacoma Dome link, the extension, my house is affected by the Pacific Highway West option.

I'm a property owner at [REDACTED] and also the parcel directly behind it, which the house is one acre, and the adjacent property is six acres as well.

Some of the homes in Federal Way date back to the late 1880s as the town was first established as a logging community. Washington did not become a state until 1889.

Anyway, Highway 99 and Federal Way are kind of connected to downtown Tacoma. It didn't open until 1928. Getting along to about the houses, the houses are built very well.

It was a 1921 Craftsman home, which I was able to purchase as my dream home. If I'm displaced from the home, it'll be challenging for me to find another property such as that on Pacific Highway.

It is a prime location on Pacific Highway that connects Seattle to Tacoma to the Emerald Queen Casino and the Port of Tacoma.

If I'm displaced from my home, it'll be hard for me to find a property again. I've worked all my life 30 years as a person that believed if you work hard and you go to work, you can achieve your American dream.

That home is my American dream, so I vote to use another option such as I-5 if possible. That's enough to say for now. Thank you.

**From:** ANTHONY REYNOLDS [REDACTED]  
**Sent:** Monday, January 13, 2025 2:17 PM  
**To:** sagar.Ramachandra@soundtransit.org <sagar.Ramachandra@soundtransit.org>; jim.ferrell@federalwaywa.gov <jim.ferrell@federalwaywa.gov>  
**Subject:** Tacoma Dome Link Extension – (South Federal Way – Pacific Hwy 99 West Option)

**Tacoma Dome Link Extension –  
(South Federal Way – Pacific Hwy 99 West Option)**

From: Anthony Reynolds, January 13th, 2025, property owner of the properties below

Subject: King County Parcel Number [REDACTED]  
Subject: King County Parcel Number [REDACTED], property located at NO SITUS

Greetings, Sound Transit

I'm writing to voice my concerns and offer my thoughts on the Tacoma Dome Link Extension (TDLE) Pacific Hwy 99 West alternative.

As the owner of the properties in question, **I strongly oppose this choice.**

As the owner of both properties, I would like more feedback if the (SF Hwy 99 West Alternative) was chosen at that time. Would it affect all or a portion of the property? Additionally, if it is incomplete, might more details be given to improve comprehension?

A few details about the property at [REDACTED] (Pacific Highway 1) are what I would like to provide.

1. Some of the homes in Federal Way date back to the 1880s, as the town was first established as a logging community in the late 1800s (1883-John Barker Cabin) homestead of 160 acres.

Washington didn't become a state until 1889.

2. Highway 99 in Federal Way, which connected Seattle's downtown to Tacoma's downtown, wasn't finished until the 1920s. it didn't open for business until 1928.

3. State roads authorized as early as 1913 and earlier routes dating back to the 1890s were superseded by US 99 in 1926.

4. The address of this property is [REDACTED] was built as a Craftsman House in 1921. Although this home was constructed prior to the completion of Pacific Highway.

5. Built with old growth lumber meaning that the lumber is dense and very strong. Most homes built today has an exterior structure of roughly (1/2in.) thick but this home is constructed of (3/4in tongue and groove planks and at minimum 3/4 wood shake siding, making this house 1 1/2 in thick), this house is still in excellent shape.
6. Just west of the property I currently own, it is quite conceivable that the house was built using the old growth lumber.
7. As a historical site of the City of Federal Way, I suggest that this house be conserved and safeguarded.
8. This house, which is over a century old, is likely among one of the oldest in Federal Way and is also situated on Pacific Highway.
9. This home has endured numerous tests of time, including earthquakes and other natural disasters. In other words, devoid of foundation problems and any other problems that arise in homes that are constructed at this day in time.
10. The house is situated on virgin soil, which is incredibly healthy and unaltered.
11. In addition, the house has a lot of history and shouldn't be destroyed to make way for a road when there are more affordable options. Prioritizing nature and history over finances is a good idea.

Since 1997, I have lived in the Federal Way/N.E. Tacoma neighborhood. I would like to continue to enjoy the city that I call home as a Federal Way resident and property owner. I have owned the aforementioned property since 2017. I was fortunate enough to move into my ideal home in the aforementioned year, which is what I have always desired. I consider this to be a piece of history that I own, even if others would just perceive it as just an old house.

I also have the American Dream as a Blue Collared worker. My hope has always been that you can achieve your goals if you put in the necessary effort and save money. To realize my American Dream, I have worked hard, built a family, and saved as much as I could for the past thirty years or more. Owning this property, maintaining it, and being able to enjoy it are all aspects of my ideal. Everyone should have the opportunity to pursue that dream as a citizen of the United States of America.

Furthermore, because this sizable portion of the property is situated on Pacific Highway, which runs between Seattle and Tacoma, close to the Port of Tacoma, the Emerald Queens Casino, and the Seattle/Tacoma airport, it would be extremely difficult for me to find a property that would match this parcel if I was relocated. This land is much more than just any property; to me,

it represents generational prosperity that my family and I will be able to enjoy for many years to come. If acquiring your generation's wealth is your desired outcome, how can that wealth be attained if your property is taken away from you and obstacles are put in the way preventing you from obtaining it?

I am aware that mass transit is necessary due to the Puget Sound's continued growth and expansion. No matter how many properties are impacted, in my opinion, if using (I-5) is an option, it should be used so order to avoid having an adverse effect on Federal Way residents. When there are better options available, we Federal Way residents shouldn't have to sacrifice our enjoyment of our homes.

Additionally, after reviewing the choices, if the Pacific Hwy 99 South (East or West) option was selected. All proposals indicate that the train would run parallel to Highway 99 until roughly the 373rd block of Pacific Highway. After that, it would be built in the middle of Pacific Highway so not to affect the businesses south of Pacific Hwy. Could it be constructed in the middle of Pacific Hwy 99 to avoid affecting the residents north of the 373rd block, rather than running parallel to it and affecting homeowners?

As a Federal Way resident, I've enumerated my choices for the (TDLE) that would be fair to everyone:

1. The alternative to SF I-5
2. The alternative to SF Enchanted Parkway
3. The Alternative to SF 99-East
4. The Alternative to SF 99-West.

I'll be waiting for your reply and/or any other comments you may have.

Regards,

Anthony Reynolds

[REDACTED]

Federal Way, WA 98003

[REDACTED]

**Online open house submittal**

**Feb 9, 2025 8:59:58 am**

Jessica Reynolds

Please move forward with the 25th St E alternative. Save the Freighthouse!

**Online open house submittal**

**Jan 1, 2025 11:01:33 pm**

James Richmond

Will the Tacoma light rail extend to PLU? I think that would be a great option for students.

## **Voice message submittal**

Rick

Hey, my name is Rick. Uh as far as the Sound Transit situation around Freighthouse Square, let's say a Freighthouse Square, let's either go with the 25th St. or the 26th St. plan. Let's not get rid of Freighthouse Square. Freighthouse Square is a vital item in this city. Thank you.

**Online open house submittal**

**Feb 9, 2025 9:03:18 am**

Crystal Riffle

Save Freighthouse Square. Go with the rails/station on East 26th street.



**Online open house submittal**

**Feb 9, 2025 11:35:14 am**

Mark Roberts

The freight house square needs to go. It's too expensive to keep maintaining and it's not a destination spot for shoppers.

**Online open house submittal**

**Feb 3, 2025 10:51:13 am**

James Roes

It seems the current plans have been set without consideration of the area business owners, their customers and their staff. Why would this project ruin the Fife area's best business area? Obviously those individuals were not considered. The project could move towards 509 and avoid business closures, loss of jobs and revenue generated for the area business that have been in Fife for years

## **Public Hearing Testimony**

Trenise Rogers

Thank you so much for being here and hosting this event. I'm really excited for all the things that are going to happen in terms of providing additional transportation for our community.

I just wanted to elevate some concerns, one being how would we address transit access as it relates to individuals who live on the outskirts of the Sound Transit hub?

How would we provide additional support and resources so those individuals on the outskirt communities have access to those connecting opportunities?

Also, how would we connect residential areas to public transportation? Whether we're talking about transit via bus or additional opportunities, how are those opportunities going to be realized in terms of fully accessing the lightrail?

In terms of displacement and resources, how are those things being addressed in terms of moving forward? When I think of displacement, I think of individuals who may be like -- I think it was Tire City, but businesses who do have those general concerns about possible displacement and how their businesses will be impacted in that way.

Then also as Mr. Tire City mentioned, what kind of resources are available, and what that looks like and how that's shared out on the broad spectrum. Thank you.

## **Online open house submittal**

**Feb 8, 2025 9:40:36 pm**

Nina Rook

Tacoma Dome Station: Our mixed and erratic history with public transit has gifted Tacoma with the opportunity to create a dynamic and lively transit hub unlike the existing outer-ring Link stations. We will have car commuters, Amtrak riders changing to Link to get closer to their destinations, Link passengers finding that they have a long wait for their next bus. . . . Which would you prefer to experience, 40 minutes in an open concrete yard, or an excellent fish dinner at a reasonable price? Waiting for your next step window shopping with a donut in hand, or back out on a bench with only the security guards for company? I do use Link -- mentions of "possible retail" bring vividly to mind the empty "retail" at Angle Lake, that can't even support a coffee shop. For Tacoma, I would love us to use Freighthouse Square to provide a vital part of the travel experience. All it takes is vision, creativity and determination. Either the 26th St option, or 25th St East might work, but please don't remove the independent small businesses and human scale infrastructure that we have. Keep Freighthouse Square.

## Online open house submittal

Jan 28, 2025 11:25:00 am

Shaun Ross

South Federal Way Station: My selection: SF 99-352ND Station with SF 99-East Alternative route. This station will be more pedestrian oriented focusing on connecting people to other transit modes outside of private vehicles. Hopefully with this station selection, it can eventually kick start a new dense, transit oriented neighborhood replacing the car oriented big box stores and include a library along with at least one grocery store. Construction of multi-story housing units (at least 6 stories tall) will support multiple restaurants and other retailers. Can private car storage minimums be lowered or even eliminated in support of other public transit services to the neighboring communities?

Fife Station: My selection: Preferred Fife Station location with the Fife Median route. With this station location, it should spur pedestrian oriented development. How will the community south of I-5 gain easy access to the station? The preferred station location is hefty walk from the businesses along Pacific Hwy and 54TH Ave E. Hopefully with the SR-167 extension, it'll move freight traffic off 54TH Ave E and Pacific Hwy. Maybe Pacific Hwy can be renamed Pacific Ave with traffic calming and safer sidewalks for pedestrians. Eventually, the 54TH Ave E overpass will need to be addressed, as it's hostile for pedestrians to cross. Minimum parking requirements should be eliminated and more bus service added to connect Fife's southern communities. A surface parking lot can easily be converted into housing, whereas a parking structure will be an eyesore for a pedestrian focused development.

Portland Ave Station: My selection: Portland Ave Span Option, which straddles Portland Ave. The station that spans Portland Ave would be more pedestrian oriented than car centric. Even though it'll be loud with Sounder and Amtrak trains along with I-5 traffic, maybe this station can induce transit oriented development? Hopefully, a nice pedestrian path can be created under the Interstate to access the Emerald Queen Casino and other businesses south of the Interstate. However, I see there is a proposed option for a pedestrian bridge to cross above I-5. Hopefully, when SR-167 extension opens, it'll move the freight traffic away from Portland Ave. Maybe then traffic calming and better traffic light coordination can be implemented on Portland Ave. It would be a much safer and pleasant walk to and from the station and neighboring businesses. No private vehicle storage should be construction for this station.

Tacoma Dome Station: My selection: ST's Tacoma 25TH Street – West Station preferred location. With this station selection, how do we make it look inviting underneath and not dominate Freighthouse Square, but compliment it? This station selection is good for connecting to the Pierce Transit bus system. As noted, it take advantage of two pre-existing and underutilized parking structures. Pierce Transit will need to adjust its schedules to compliment the light rail schedule or vice versa. More frequent bus service will be required from Pierce Transit. Maybe the #42 route should stop at the Tacoma Dome Transit Station and continue up McKinley Hill via East 26Th St., which would also avoid delays from Amtrak and Sounder trains on East D St. Having the light rail station north of the Dome will encourage denser development around the intersection of East D St. and Puyallup Ave to create a vibrant community.

**Online open house submittal**

**Feb 8, 2025 11:00:12 pm**

Briana Samuela

Do not move forward with any plans that involve removing the existing Freighthouse Square.

## Online open house submittal

Jan 31, 2025 3:36:50 pm

Brett Santhuff

There is a lot to potentially comment on and I wish this comment portal was structured based on specific station locations. SF Station: 352nd Span seems the best alternative. A station that spans the street with entrances either side promotes options for access. This station is more equally centered between 548 and 356 which are major E-W circulators as well as on Enchanted Pkwy with good N-S traffic. This station seems to have less land impact and be more supportive in preserving space and encouraging adjacent transit-oriented development. Considerations should include enhanced non-motorized vehicle connections to neighborhood East of I-5 - potentially in alignment with 352nd. Fife Station: The Preferred Station location should only be considered if paired with a project providing an additional roadway and pedestrian connection over I-5 at 59th Ave (or 62nd) which enhances access to the station from areas South of I-5, establishes the station at the center of a more transit-oriented district, and alleviates some traffic from the major I-5 interchanges. Alternatively, the 54th Span station as presented in the draft EIS appears superior for its relationship to existing corridors and access. A station that spans the street with entrances either side promotes options for access. This station location seems like it would encourage adjacent transit-oriented development. I would suggest any station in this area address non-motorized access from area south of I-5 as the existing 54th pedestrian and cycling conditions are not safe. A consideration could be a pedestrian bridge in alignment with 58th Ave which would front the Casino and relate to the master plan for replacement of Fife High School. With a station in this area I also foresee needed signal or intersection improvements at 12th Street and Alexander and otherwise along 12th. These should be identified in the EIS. Portland Avenue Station: The Portland Avenue Span option appears superior. This is a tight area with limited opportunities for access and development. A station that spans the street with entrances either side promotes options for access is more supportive of maximizing the potential at this site and also creating a distinctive station architecture and identity. The station configuration with the center platform also seems superior in this option. Bus stops directly on Portland Avenue minimize the need for a route to shift to better serve the station. Station entrance West of Portland could be utilized from those using L-Street overpass at I-5 to access station from McKinley Hill area. Tacoma Dome Station. The station options that are located above 25th or 26th streets are very impactful and seem undesirable for the structures and shading of the street and public realm. Although I think there is a potential benefit to being closer to D Street with option at 26th, the tradeoffs are not worth it. The Close to the Sounder option at Freight House Square seems superior for connections to other modes and integration into the fabric of the city. The option needs to clearly identify and incorporate the community desire to recreate a food-hall / market type amenity into the base of the station. Retain the historic west end of Freight House Square while creating a "station architecture" which replace the west end. The station mezzanine level pedestrian overpasses with this station that connect to the parking garage and provide access over and to the Sounder platform are a great benefit. I would look for a station architecture which incorporates the columns and guideways into a food-hall / market base, with walls roofs that extend up to the station level and not just weather protection over the platform as illustrated in the EIS. Both the New Bus Plaza East of G Street and the 25th Street Two-Way Bus Plaza should be studied further in association with the Closer to Sounder option. Consider that

Puyallup Avenue has a scale and flow supportive of bus access and traffic and that 25th Street functions well as a drop-off / kiss & ride zone for the current Sounder / Amtrack uses and could continue to do so for light-rail.



**Online open house submittal**

**Dec 18, 2024 9:26:18 pm**

John Schneider

The SF 99-352nd Station, and its associated route appears to make the most sense, as a long-time resident of the area, and often have to pass through the areas in consideration.

**From:** Marie Sciacqua [REDACTED]  
**Sent:** Tuesday, February 11, 2025 5:05 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Tacoma Dome Link

February 10, 2025

To: Sound Transit

Re: Tacoma Dome Link Extension/DEIS

Dear Sound Transit staff,

My name is Marie Sciacqua and I am a 49-year resident of the city of Federal Way. I am writing in opposition to the DEIS statement at this time. I do not approve any option for the Tacoma Dome.

I will do my best to put forth the numerous reasons why this DEIS is not acceptable.

- Impacts to Tribal/historical lands
- Noise impacts air quality/health impacts
- Impacts to neighborhood cohesion. Affects affordable housing while imposing high density buildout.
- Residential displacement among historically disadvantage population.
- Construction impacts to minority owned businesses and business community as a whole.
- Environmental impacts/watershed importance

I have spent over countless hours trying to navigate these documents and have several concerns in your presentation, public outreach and data.

First and for most our Mayor, council, and citizens never voted to approve the light rail coming to/through our city. We have been forced to endure years of chaos due to the transfer station at S. 320th. This is the core of our city which should be an inviting place to live and visit. We are now subject to a massive cement overpass which blocks our downtown core as well as initiating complex traffic impacts, that will be on going for years to come. There is a lack of pedestrian access and safety with concerns to S. 320th transfer station.

The highest percentage of low income (33%) and minority (67%) populations live along the Enchanted Parkway option. This is 13% HIGHER than Sound Transit Distribution as a whole. Sound Transit has commandeered our 32sq. mile city and the Tacoma Dome extension will truly be detrimental to our environment, traffic, history, and mental health and well-being of our citizens now and for generations to come.

An insufficient amount of time (3 weeks) was given to review and absorb the 16 separate documents that are hundreds of pages each. While I can appreciate the public outreach efforts and the work put into these documents, I notice outreach was conducted back in 2018-19.

Much has taken place from that time and our ever-changing community is not aware of what took place back then. I understand an open house or two was conducted recently, but again these sessions are token attempts as you are expecting the public to have done their research and been involved for years. The information is overwhelming and technical.

The public must decipher the four possible options which is difficult when you have put all options on one map. Your map does not give street numbers nor does it point out the eligible places for historic recognition.

I am confused as to why the I-5 option is even on the table. Since 2018-19, it has been decided by the federal Government that the tribes will not allow passage along their ancient cemetery located east of the Gethsemane cemetery. While I completely understand and support this decision and their long fight to protect this space, this puts all the south end of our city in peril.

There is no mention of the Olympic pipeline that runs down the west side of I-5. Past advocacy work omitted work being done on or near this aged-out structure, that was never installed with any environmental protections. This is a real concern.

We need to take care of our citizens in these difficult economic times not cause further strife by relocating homes and business, causing significant and lengthy traffic impacts and the removal of our historic structures and places.

The areas of deep ground disturbances are anticipated for approximately 85-90% of this project. Digging down 120-190 ft. to set the concrete pillars/track will no doubt affect the numerous wells and aquifers in the south end. We depend on our class A waters and it is imperative our resources are protected for future generations. I do not believe sufficient research regarding boring techniques nor the number of borings conducted is sufficient for Sound Transit or public to approve/disapprove. Only 20 out of 40 tests were carried out, is an example. Redacted information regarding possible archaeological sites while respecting the tribe, does not support DAHP in recognizing historic places.

There is a lack of information describing to the public the historical significance regarding persons, structures, and places. The Historical Society was not given an opportunity to review these documents nor did the Sound Transit Librarian come to our facility with specifics. More time is needed to reveal the historical significance of the Spring Valley area specifically. Your work to point out areas/structures to be eligible for the National Register omit important cohesiveness to the public. Naming a "school" or "community center" instead of defining the Harding School (our oldest school in Federal Way and the Harding Community it supported, or Brook Lake as JUST a community center.

The city is going to restore Brook Lake and Landmark it. This lack of information requires a deeper element of research and time to discover what and address or parcel conveys. The Spring Valley Montessori school has a deep integral history with people, preservation, education that has been a direct influence in our community and our Puget Sound area.

Your options take the rail line through our protected wetlands, conservation, and restoration areas. Millions of dollars have been spent to preserve these places but now are at great risk of losing their functionality and aesthetic appeal. The city's Comprehensive Plan includes a walkable area along our wetlands as they run south supporting the Hylebos Creeks, both East and West sides of Pacific Highway. The rail line buildout will completely destroy the east branch of the Hylebos in my opinion, rendering our plans for restoration and education mute. The west branch is supported by the east branch and it must remain intact.

The uniqueness of the Hylebos Watershed is regarded as historic and significant. 92% of the watershed runs through Federal Way and what happens to the waters here matters greatly.

The Hylebos shaped the Spring Valley community. The residents and indigenous revered the creek for its beauty, fish passage and wildlife, which reflects how and why people live/lived or visit this special place. Spring Valley is regarded in King County documents as well as the Hylebos Watershed and Lower Puget Sound as a HIGHLY sensitive salmon spawning area.

The Puyallup and Muckleshoot tribes had ceremony and trade here in Spring Valley since time memorial. No mention of this did I find in your historic accounts. The creeks, wetlands are critical for fish species distribution. Sundance habitat, microbenthic invertebrate must make it to the Commencement Bay for a healthy salmon/fish habitat. They must travel via trees, water and rocks and cannot survive a culvert passage of any great length. Moving the Hylebos Creek was done along S. 373rd years ago, and it has been detrimental to the creek's functionality. Silt, erosion have kept the fish from returning to the conservation wetlands along 8th Ave.

The Hylebos Watershed Report was conducted back in 1991 with the input of 22 municipalities including the tribes mentioned and surrounding cities, such as Milton and Fife. This document is a roadmap for thoughtful development of the south end and warns greatly of never building with such disregard to the watershed. Such as Costco, Home Depot, Wild Waves and Enchanted

Parkway constructions. The Tacoma Dome Link Extension poses a real threat to retaining our history and natural setting of the South end of Federal Way.

South Federal Way Segment has a high environmental health disparity according to the DOH. (Environmental Health Disparities map. Our south end core will receive the same lengthy, off-putting, traffic, health and economic impacts that we are presently experiencing along our downtown core.

I whole heartedly request that the public be given ample time and correct information before we go any further.

Properly inform the public of tribal matters that affect our options of choice.

Put forth a comprehensive statement of the cumulative impacts to our city, environment, history and citizens for each option and aid the public through simple explanation in making a sound choice.

Thank you for your considerations and I am hopeful that more work can be done to protect and preserve the unique traits of our beloved city.

Respectfully,

Marie Sciacqua

**Online open house submittal**

**Jan 28, 2025 11:20:29 pm**

Tristan Scott

SF 99E sounds like the best choice. Having the light rail pinned to I-5 makes the whole project less desirable. We need even more light rail connections, including Renton.

**From:** Julie Seitz [REDACTED]  
**Sent:** Tuesday, February 11, 2025 2:25 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Oppose DEIS statement at this time -- do not approve any option for the Tacoma Dome

Date: February 10, 2025  
To: Sound Transit  
From: Julie Seitz, City of Federal Way Resident  
Re: Tacoma Dome Link Extension/DEIS

Dear Sound Transit staff,

My name is Julie Seitz and I am a 39-year resident of the City of Federal Way.

**I am writing in opposition to the DEIS statement at this time. I do not approve any option for the Tacoma Dome.**

I will do my best to put forth the numerous reasons why this DEIS is not acceptable.

- Impacts to Tribal/historical lands
- Noise impacts air quality/health impacts
- Impacts to neighborhood cohesion. Affects affordable housing while imposing high density buildout.
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Much has taken place from that time and our ever changing community is not aware of what took place back then. I understand an open house or two was conducted recently, but again these sessions are token attempts as you are expecting the public to have done their research and been involved for years. The information is overwhelming and technical.

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located east of the Gethsemane cemetery. While I completely understand and support this decision and their long fight to protect this space, this puts all the south end of our city in peril.

There is no mention of the Olympic pipeline that runs down the west side of I-5. Past advocacy work omitted work being done on or near this aged-out structure, that was never installed with any environmental protections. This is a real concern.

We need to take care of our citizens in these difficult economic times and not cause further strife by relocating homes and businesses, causing significant and lengthy traffic impacts and the removal of our historic structures and places.

The areas of deep ground disturbances are anticipated for approximately 85-90% of this project. Digging down 120-190 ft. to set the concrete pillars/track will no doubt affect the numerous wells and aquifers in the south end. We depend on our class A waters and it is imperative our resources are protected for future generations. I do not believe sufficient research regarding boring techniques nor the amount of borings conducted is sufficient for Sound Transit or the public to approve/disapprove. Only 20 out of 40 tests were carried out, is an example.

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such disregard to the watershed. Such as Cosco, Home Depot, Wild Waves and Enchanted Parkway constructions. The Tacoma Dome Link Extension poses a real threat to retaining our history and natural setting of the South end of Federal Way.

South Federal Way Segment has a high environmental health disparity according to the DOH. (Environmental Health Disparities map. Our south end core will receive the same lengthy, off-putting, traffic, health and economic impacts that we are presently experiencing along our downtown core.

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Put forth a comprehensive statement of the cumulative impacts to our city, environment, history and citizens for each option and aid the public through simple explanation in making a sound choice.

Thank you for your consideration and I am hopeful that more work can be done to protect and preserve the unique traits of our beloved city.

Respectfully,

Julie Seitz

[REDACTED]

Federal Way, WA 98003



**From:** Derek SELLERS [REDACTED]  
**Sent:** Friday, January 31, 2025 7:04 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Comment on DEIS

Hello,

Derek Sellers, resident of Edgewood. I have a few comments on the various alternatives under consideration in the DEIS.

For the South Federal Way segment, the optimal alignment in my view would be the SF-99 East route with the station at 352nd Street. In general my commentary will follow the theme of preferring routes that follow highway 99 as this provides greater opportunities for future transit oriented development around any potential infill stations, while building next to freeways drastically limits the amount of housing that can be built near the route and inhibits non motorized access. I think many of the stations on the Lynnwood Link section exhibit this flaw, though none worse than the 135th street infill station that is pinched between I-5 and a single family housing neighborhood on the other side of 5th Avenue with no real potential for access except by an occasional bus or by a long walk along busy thoroughfares.

The 352nd street station area is currently just occupied by a parking lot and an industrial business, which does not fit the surrounding sub-urban area well, so a station there would make much better use of the space without disrupting much commercial activity in the area. This would probably be my main station so I am hopeful coordination with pierce county transit to terminate the 402 line here is in the cards.

For the Fife alignment, the preferred alternative station is just fine, again I hope there is some coordination with the City of Fife to build access from the planned interurban trail expansion in the area to this station. Again an alignment that follows highway 99 would be best, with the one going along the Median being the best in my view, as this has the potential to calm traffic patterns in the area to make it more walkable.

For the Tacoma segment, my only comment is, please don't mess with Freighthouse Square. With another rail line coming in and with future improvements to Amtrak and maybe even Cascadia Rail it has the potential to be the Embarcadero of Tacoma. Leave this wonderful historical structure as is!

Regards,  
Derek

Sent from my iPhone

## **Online open house submittal**

**Feb 7, 2025 1:00:44 pm**

Colleen Sembar

For the South FW Station the light rail should continue to run along I-5. Have you ever been in the vicinity of Hwy 18 entering FW by 16th and Enchanted Parkway? There is so much traffic with people going to Costco, Home Depot, Lowes and then Walmart on the other side of Hwy 18 end of road. Sometimes the traffic is backed up nearly to Milton heading north, and nearly to the bottom of Hwy 18 heading west. More traffic to get to a station is NOT wanted. Not to mention what a nightmare that area would be during construction for two years. I'd need to find a new Costco, where I get prescriptions.

## **Online open house submittal**

**Feb 10, 2025 11:43:14 pm**

Troy Serad

I support the Tacoma-Close to Sounder station location above Freighthouse Square (unless there are other serious negative consequences to building there that are presently unknown). Keep the approach guideway height as low as possible, and seek to build Tacoma Dome Station's platform as close to street level as possible. Ideally, Downtown Redmond Station would serve as the template. This is the best Tacoma Dome Station option of the current EIS alternatives. It would be nice to have had Puyallup Avenue as a baselining alternative to the 25th Street options (which could have avoided the destruction of Freighthouse Square). In its absence, we should move forward with an approach to Tacoma Dome using 25th Street. I support conducting a benefit-cost analysis or similar review of East Tacoma Station to understand its impact on the benefit ratio of the railway. Is it worth the cost it adds to the project in terms of complex trackwork, viaducts, and other civil features—as well as the cumulative annual delay it adds to most passengers as they head to and from Tacoma Dome? Every alternative should be designed to be able to interconnect with the T Line in the future, allowing for a seamless trip from Downtown Seattle to Downtown Tacoma. In other words, avoid very tall guideways that preclude a ramp that could bring the 1-Line down to street level in a reasonable distance, given the constrained environment to the west of Tacoma Dome Station. It is my opinion that the planning framework that underpins each alternative of the EIS should be reconsidered, particularly the lack of systems integration with the T Line. The failure to convert the T Line to the 1-Line standard, which was a past component project of Sound Transit Long Range Plans, complicates the design of the project significantly. Please estimate total light rail travel times not only from Tacoma Dome to major regional centers, but from Downtown Tacoma to regional centers as well. Thank you!

**Online open house submittal**

**Jan 27, 2025 1:13:10 pm**

Jennifer Shields

320th park & ride

**Online open house submittal**

**Dec 21, 2024 10:13:04 pm**

Laura Siegmund

The most impact is in the south Federal Way section. We are stuck with an environmental disaster or a residential or bison disaster. I'm a bit disappointed there isn't a better option. Like going on the other side of I-5. For the South Federal Way extension it will have to be the I-5 or orange one. We cannot make 40 people move their homes. That's insane. The preferred Fife station appears better. Also the Tacoma station should be walkable from the Sounder Train. That just makes sense.

## **Online open house submittal**

**Feb 4, 2025 1:57:05 pm**

Gurpal Singh

I personally believe that a station along SB I-5 would be the best option. I currently spend quite a bit of my time in the Crossing. The LA fitness community would personally be affected by any other station due to traffic from commuters. The LA fitness provides a place for the federal way community to come together and stay healthy. If there is high traffic or excess cars in the area right next to it, it would create a congested environment discouraging people to. come that way. It would be a great dis service to patrons of the gym trying to get a work out in, play basketball with friends, use the pool to help improve mobility, etc.

**From:** Tyler [REDACTED]  
**Sent:** Monday, January 27, 2025 6:11 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Freighthouse

Good morning

I was just informed that there are plans to destroy Freighthouse in Tacoma and displace all those local small businesses. This would damage the community and weaken the economy.

With everything going on in this country, it is important to support and help small independent business. The lightrail expansion has plenty of space to take up without destroying Tacoma's history.

Please leave Freighthouse alone.

Thank you

Tyler Smart

## **Public Hearing Testimony**

Rob Smurm

Hello, I'm Rob Smurm. I don't really have anything. I'm kind of going off the cuff here, but I would like to state that I am in favor of the preferred alternative in this project.

I would like to see it set up in anticipation of perhaps a futurist forward funded project that works in perpetuity with the T Line extension past TCC through University Place, and have the Tacoma Mall and the Pacific corridor serve more of southern Tacoma at some point because those folks aren't being served with lightrail in the ST3 project.

I would be very curious to know with this project being funded through ST3 in 2016 if there's any way for the board to go back and figure out how to close the timeline on this.

I know they deferred it a few extra years. I'm sure that's from funding, an equation of funding and manpower, but I would love to see some solution to close that timeline so that this project could get completed and service the folks to the Tacoma Dome.

I would also be curious, and I've never been very clear on this, when comments are submitted on an EIS, are the raw comments put in front of the board's eyes or are they simply summarized by staff and put in front of their eyes?

If you could respond to me in some way with my email, I'd be very curious to know that for when I speak to you in the future. Thank you.



## **Online open house submittal**

**Feb 4, 2025 4:12:00 pm**

Cam Solomon

All 4 options are going to have significant adverse impacts on the station area at the Tacoma Dome. You need to go back and revisit Puyallup Ave (24th) option. 24th will have the least impact to the nascent pedestrian corridor and 25th, and you won't have to demolish Friegthouse Square. You also won't have to shut down T-Link, the only usable (higher frequency) transit in Pierce County for years, destroying what little local transit mobility and ridership exists in Tacoma. Connections to Sounder and Amtrak are simply not important. Most people will be transferring via bus. The bus transfers to and from 25th or 26th are incredibly poor. a Puyallup Ave alignment would allow to drop at-grade, and perhaps actually get closer to Pac Ave, and actually marginally serve the actual city. Where, you know, the people and jobs are. Also you wouldn't need to substantially degrade the most productive bus route in Pierce County (the 1) by forcing it to deviate and truncate in an industrial zone. The stations at Portland and 25th West are in an incredibly hostile pedestrian environment, with heavy industry and a massive highway. Neither will get substantial ridership. Remove one or both. You really need to go back the drawing board. None of these options are an improvement over the express buses. If you can't do better, maybe just invest the money in the Sounder and Express buses.

## **Online open house submittal**

**Jan 16, 2025 7:54:47 am**

Alexis Stillman

I am concerned there is not a plan to expand parking at the Tacoma location. An estimated increase of 1200 riders on a weekday is great but where are they going to park? I feel this needs a greater review that considers 1) impact of Tacoma Dome events on station parking, 2) impact should Home in Tacoma be adopted and less parking is required for new housing in the area, and 3) parking competition with other routes (newer link rail line to St Joes, sounder, Amtrak). Ample parking at all stops is essential to maximize residents utilization of the service. If not enough parking to guarantee utility, then the resources expended is not appropriate/wasteful. My other question/concern is why can the existing Sounder line not be utilized more often? There are many times that I would like to ride the Sounder from Tacoma to Seattle for sporting events but the train simply isn't running. If the Sounder ran more frequently, would this alleviate some of the problems that this proposed project is trying to fix? Would maximizing Sounder efficient and expanding it north from Sodo be a better option? Could Linkrail connect to Sounder station at Sodo for a transfer center? Even if the TLRE is needed, it is a decade away. Let's maximize existing public transportation to be as efficient and utilized as possible.

**Online open house submittal****Jan 15, 2025 3:36:09 am**

Christopher Stubel

In regards to the Tacoma Dome stations: Priority should be given to providing fast and convenient connections to other transit: the T line, sounder, Amtrak, and Tacoma dome parking garage. The 25th st W and Close to Sounder options are the best for this. The community can weather temporary closures of nearby transit stations to achieve this long term goal. Tacoma 26th Street Station is a terrible long term location. It is way too far from the connecting transit options. Sound transit should be prioritizing the long term light rail customer experience over impacts to local businesses and residents.

**From:** James Sullivan [REDACTED]  
**Sent:** Tuesday, January 28, 2025 12:35 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Freighthouse Square Annexation

Dear Sound Transit

I hope this message finds you well. I am writing to express my deep concern over the proposed annexation of Freighthouse Square. As a beloved historical landmark in our community, Freighthouse Square stands as a symbol of our shared history. I urge you to reconsider any plans that would lead to its annexation and instead prioritize its preservation for future generations.

Freighthouse Square has been an integral part of our city's fabric, embodying the stories of countless individuals who have passed through its doors over the years. Its unique architecture and historical significance offer an invaluable connection to our past, and it serves as a living reminder of our city's development and the importance of maintaining our roots as we grow into the future.

Beyond its historical importance, Freighthouse Square continues to contribute to the vibrancy of our community today. The businesses and vendors housed within its walls create a space for connection, commerce, and culture, supporting local entrepreneurs and fostering a sense of pride among residents. To allow the demolition of such a space would be a tremendous loss, not only to the individuals who rely it, but to the collective spirit of the city itself.

Please, I urge you to take immediate action to protect Freighthouse Square from annexation and to work towards a solution that respects our history, supports local businesses, and enriches our community for generations to come.

Thank you for your time and attention to this critical matter. I look forward to your thoughtful consideration and hope to see Freighthouse Square preserved as a treasured part of our city.

Sincerely,

James "JD" Sullivan  
[REDACTED]

Best regards,

- JD Sullivan

**Online open house submittal**

**Jan 25, 2025 1:45:42 am**

Ronda Summers

From Federal Way to the Tacoma Dome, I don't know how many businesses are set up along the freeway (I-5), but it does seem like a very viable route. Whereas what used to be called Highway 99 seems to be trickier, more difficult.

**Online open house submittal**

**Feb 1, 2025 5:04:38 pm**

Michael Tacher

Please take the Transit down Pacific Highway on either of the two alternatives and NOT along i-5. There are far more people who can access near Pac Highway, and it is less distracting to drivers along I-5.

## **Online open house submittal**

**Dec 16, 2024 11:47:00 pm**

William Terrance

I would ask the consideration to not create the "tunnel" effect on E 25th St in Tacoma, this area is very busy and can feel oppressive without an overhead train station. I think the best option for this southern terminal station for the current light rail planning is on E 26th St. This is closest to Tacoma Dome and the LeMay Museum, both very popular locations for events. There is easy access to the Sounder, Amtrak, T-Line, and the current Pierce Transit transit hub on Puyallup Ave via walkways, elevators, and Pierce Transit's Tideflat Runners (along with ST and PT buses). The only other thing I implore before this is finalized is adding a new station at Porter Way in Milton, it is a sensible location for a station with a great deal of potential.

**Online open house submittal**

**Jan 24, 2025 8:39:18 am**

Kelli Tompkins

Freighthouse square is one of the best spots to eat in Tacoma - don't demolish this cultural icon



**Voice message submittal**

Juan Taurus

Hello, my name is Juan Taurus. I would like to talk about a Freighthouse Square. I hope they are. Um. Um. Businesses don't go away. We are living near the area and we have visited this place so many times. We like the 25th or 26th alternative in any case. Thank you for listening. That's it.

**From:** Suzanne Vargo [REDACTED]  
**Sent:** Tuesday, February 11, 2025 1:25 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Letter in response to the TDLE/DEIS

February 10, 2025

To: Sound Transit

Re: Tacoma Dome Link Extension/DEIS

Dear Sound Transit staff,

My name is Suzanne Vargo and I am a 55 year resident of the city of Federal Way. I am a member of the Historical Society of Federal Way and have served on their board for the past 8 years. I have been an environmental advocate for the Hylebos Watershed for the past 15 years.

I am writing in opposition to the DEIS statement at this time. I do not approve any option for the Tacoma Dome.

I will do my best to put forth the numerous reasons why this DEIS is not acceptable.

- Impacts to Tribal/historical lands
- Noise impacts air quality/health impacts
- Impacts to neighborhood cohesion. Affects affordable housing while imposing high density buildout.
- Residential displacement among historically disadvantage population.
- Construction impacts to minority owned businesses and business community as a whole.
- Environmental impacts/watershed importance

I have spent over countless hours trying to navigate these documents and have several concerns in your presentation, public outreach and data.

First and for most our Mayor, council, and citizens never voted to approve the light rail coming to/through our city. We have been forced to endure years of chaos due to the transfer station at S. 320th. This is the core of our city which should be an inviting place to live and visit. We are now subject to a massive cement overpass which blocks our downtown core as well as initiating complex traffic impacts, that will be on going for years to come. There is a lack of pedestrian access and safety with concerns to S. 320th transfer station.

The highest percentage of low income (33%) and minority (675) populations live along the Enchanted Parkway option. This is 13% HIGHER than Sound Transit Distribution as a whole. Sound Transit has commandeered our 32sq. mile city and the Tacoma Dome extension will truly be detrimental to our environment, traffic, history, and mental health and well being of our citizens now and for generations to come.

An insufficient amount of time (3 weeks) was given to review and absorb the 16 separate documents that are hundreds of pages each. While I can appreciate the public outreach efforts and the work put into these documents, I notice outreach was conducted back in 2018-19.

Much has taken place from that time and our ever changing community is not aware of what took place back then. I understand an open house or two was conducted recently, but again these sessions are token attempts as you are expecting the public to have done their research and been involved for years. The information is overwhelming and technical.

The public must decipher the four possible options which is difficult when you have put all options on one map. Your map does not give street numbers nor does it point out the eligible places for historic recognition.

I am confused as to why the I-5 option is even on the table. Since 2018-19, it has been decided by the federal Government that the tribes will not allow passage along their ancient cemetery located east of the Gethsemane cemetery. While I completely understand and support this decision and their long fight to protect this space, this puts all the south end of our city in peril. There is no mention of the Olympic pipeline that runs down the west side of I-5. Past advocacy work omitted work being done on or near this aged-out structure, that was never installed with any environmental protections. This is a real concern.

We need to take care of our citizens in these difficult economic times not cause further strife by relocating homes and business, causing significant and lengthy traffic impacts and the removal of our historic structures and places.

The areas of deep ground disturbances is anticipated for approximately 85-90% of this project. Digging down 120-190 ft. to set the concrete pillars/track will no doubt affect the numerous wells and aquifers in the south end. We depend on our class A waters and it is imperative our resources are protected for future generations. I do not believe sufficient research regarding boring techniques nor the amount of borings conducted is sufficient for Sound Transit or public to approve/disapprove. Only 20 out of 40 tests were carried out, is an example. Redacted information regarding possible archaeological sites while respecting the tribe, does not support DAHP in recognizing historic places.

There is a lack of information describing to the public the historical significance regarding persons, structures, and places. The Historical Society was not given an opportunity to review these documents nor did the Sound Transit Librarian come to our facility with specifics. More time is needed to reveal the historical significance of the Spring Valley area specifically. Your work to point out areas/structures to be eligible for the National Register omit important cohesiveness to the public. Naming a "school" or "community center" instead of defining the Harding School (our oldest school in Federal Way and the Harding Community it supported, or Brooklake as JUST a community center. This lack of information requires a deeper element of research and time to discover what and address or parcel conveys. The Spring Valley Montessori school has a deep integral history with people, preservation, education that has been a direct influence in our community and our Puget Sound area.

Your options take the rail line through our protected wetlands, conservation, and restoration areas. Millions of dollars have been spent to preserve these places but now are at great risk of losing their functionality and aesthetic appeal. The city's Comprehensive Plan includes a walkable area along our wetlands as they run south supporting the Hylebos Creeks, both East and West sides of Pacific Highway. The rail line buildout will completely destroy the east branch of the Hylebos in my opinion, rendering our plans for restoration and education mute. The west branch is supported by the east branch and it must remain intact.

The uniqueness of the Hylebos Watershed is regarded as historic and significant. 92% of the watershed runs through Federal Way and what happens to the waters here matters greatly. The Hylebos shaped the Spring Valley community. The residents and indigenous revered the creek for its beauty, fish passage and wildlife, which reflects how and why people live/lived or visit this special place. Spring Valley is regarded in King County documents as well as the Hylebos Watershed and Lower Puget Sound as a HIGHLY sensitive salmon spawning area. The Puyallup and Muckleshoot tribes had ceremony and trade here in Spring Valley since time memorial. No mention of this did I find in your historic accounts. The creeks, wetlands are critical for fish species distribution. Sundiance habitat, micobenthic invertebrate must make it to the Commencement Bay for a healthy salmon/fish habitat. They must travel via trees, water and rocks and cannot survive a culvert passage of any great length. Moving the Hylebos Creek was done along S. 373rd years ago, and it has been detrimental to the creek's functionality. Silt, erosion have kept the fish from returning to the conservation wetlands along 8th Ave.

The Hylebos Watershed Report was conducted back in 1991 with the input of 22 municipalities including the tribes mentioned and surrounding cities, such as Milton and Fife. This document is

a roadmap for thoughtful development of the south end and warns greatly of never building with such disregard to the watershed. Such as Cosco, Home Depot, Wildwaves and Enchanted Parkway constructions. The Tacoma Dome Link Extension poses a real threat to retaining our history and natural setting of the South end of Federal Way.

South Federal Way Segment has a high environmental health disparity according to the DOH. (Environmental Health Disparities map. Our south end core will receive the same lengthy, off-putting, traffic, health and economic impacts that we are presently experiencing along our downtown core.

I whole heartedly request that the public be given ample time and correct information before we go any further.

Properly inform the public of tribal matters that affect our options of choice.

Put forth a comprehensive statement of the cumulative impacts to our city, environment, history and citizens for each option and aid the public through simple explanation in making a sound choice.

Thank you for your considerations and I am hopeful that more work can be done to protect and preserve the unique traits of our beloved city.

Respectfully

Suzanne Vargo

[REDACTED]  
[REDACTED]

**From:** Lorelei Watson [REDACTED]  
**Sent:** Wednesday, February 12, 2025 5:49 AM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Please Save Freighthouse Square & Local Tacoma Businesses

Dear Sound Transit,

For more than 5 years, we have taken the Tacoma Link (plus the ST Express Bus and Sounder) as our main mode of transportation for work, errands and recreation. We've experienced the positive impact of affordable, accessible and reliable public transit.

However, we've also experienced and witnessed the positive impact that Freighthouse Square has on Downtown Tacoma. Having lived across the street for 4 years, we've seen Freighthouse serve as a home for small businesses and individuals to foster community – for both locals and visitors. Please help Freighthouse Square continue to be part of what makes Downtown Tacoma great.

We are in support of these options:

- 25th Street East Alternative
- 26th Street Alternative

Kindly,  
Lorelei & Nathaniel Watson

**Online open house submittal**

**Jan 30, 2025 7:15:16 pm**

Nanci Watson

The vague reference to two "known cultural resources adjacent to I-5" and "unavoidable impacts", is unprofessional and detracts from the argument being made. Historical description needs to include an estimate of how many people impacts and during what span of years. To go on without particulars and then claim that the unspecified issue cannot be avoided, without even explaining what and why, verges on the absurd. The people riding Sound Transit have housing costs and jobs to get too. These must be weighed.

## **Online open house submittal**

**Feb 9, 2025 11:49:35 am**

Ryan Weldon

To whom it may concern: While I am excited about expansion of public transit options in the region, I strongly oppose any options impacting Freighthouse Square a (FHS) and the numerous small-businesses inside. FHS is a uniquely Tacoma experience where one can experience the eclectic combination of vendors and mom&pop restaurants inside a historical building. In the 5 years my family has lived in Tacoma, we've personally frequented the establishments there over two-dozen times often bringing family and friends to experience it as well. We purposely eat/shop here to support our local community and the entrepreneurs in these non-chain stores. If the building was demolished or the entrance impacted, the already struggling local businesses would have to struggle harder or even close. I acknowledge the attraction of having a consolidated, central transit center. But I argue that this convenience is not worth destroying part of the vibrant soul of our community. You have a tough choice and a long road ahead. I respectfully encourage you to consider the 25th or 26th street alternatives. Thank you for your time and for encouraging community feedback in your decision-making process.

## **Online open house submittal**

**Feb 9, 2025 1:18:02 pm**

Paula Wheeler-Opheim

Please save FreightHouse Square. You can do this by using figure 2-36, or figure 2-34 for the Tacoma Dome Link Extension. FreightHouse Square has been around for decades( should be classified a historical building) houses around 26 small businesses, and hosts local events. It is a gathering spot before events at the Tacoma Dome. It is a landmark.



**Online open house submittal**

**Feb 10, 2025 9:45:16 pm**

Adrienne Wicks

Please do not destroy Freighthouse! Please preserve the historic structure.

## **Online open house submittal**

**Dec 20, 2024 8:59:02 am**

Herschel Wilson

This plan should include retail regardless of where you put the station. We need more of it especially as the Dome area continues to add high amounts of residential. To me this station should somehow merge into Freighthouse square of it should be ultra easy for passengers to easily connect to various modes of transit. Not just simple walking the street. The sounder and Amtrak pose crossing risks. Do it great the first time so that we won't have bad situations later.

**From:** Leslie E. Young [REDACTED]  
**Received:** Sun Feb 09 2025 12:56:43 GMT-0800 (Pacific Standard Time)  
**To:** Sound Transit Agency <[main@soundtransit.org](mailto:main@soundtransit.org)>; RTA Main Mailbox <[main@soundtransit.org](mailto:main@soundtransit.org)>; RTA Main Mailbox <[main@soundtransit.org](mailto:main@soundtransit.org)>; CS Main <[main@soundtransit.org](mailto:main@soundtransit.org)>;  
**Subject:** Freighthouse Square

Hello!

Looking for where Sound Transit has a page/feedback/public comment request for the proposed Freighthouse Square development, as I'm not seeing one anywhere in the project list.

Have strong concerns about what I am hearing so far regarding potential demolition, lack of preservation processes, support for existing small businesses in the building, and outreach for public comment.

Is Sound Transit in touch with the Historic Preservation Dept. at the City of Tacoma about potential changes for this building?

Additionally, many blog posts show an email link, but when you push the "email button", it does not take you to an email address. It simply creates an a new email in my email program with no address linked (see screenshot).

## Share this



Thank you,

Leslie

Leslie E. Young

email ~ [REDACTED]

mobile ~ [REDACTED]

"The master in the art of living makes little distinction between his work and his play, his love and his religion. He hardly knows which is which. He simply pursues his vision of excellence at whatever he does,

leaving others to decide whether he is working or playing. To him, he's always doing both."

- *James Michener*

**~ sent from a mobile device, please excuse any delay or error ~**

*"Things don't just happen. They are made to happen."*

---John F. Kennedy

**Online open house submittal**

**Jan 15, 2025 7:33:25 am**

Saphronia Young

I think cultural and historical impacts should be spelled out. It is very difficult to assess these choices without the specifics. I had heard that one of the cultural / heritage / historical impacts could be to a residential center for indigenous children. It is absolutely imperative that we not destroy this piece of our history, lest we forget. Native people have already endured too much erasure of indigenous history (including the abuses suffered by colonization). ALSO, if the Red Lion is destroyed...okay, but how will Sound Transit compensate for the loss of the housing for unsheltered people? Those details are important to have an intelligent vote.

**From:** Yow-Hann [REDACTED]  
**Sent:** Sunday, February 9, 2025 4:27 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Please don't destroy Freighthouse

I love Freighthouse, please don't destroy it as it is what makes Tacoma unique. The 25th st east alternative and 26th st east alternative are better options than impacting this heritage building and its businesses. It's not only a good food court for commuters but also hosts many fairs and events that make Tacoma stand out in the puget sound.

**From:** Nathan Zager [REDACTED]  
**Sent:** Sunday, February 9, 2025 9:37 PM  
**To:** TDLE Draft EIS <tdlinkdeis@soundtransit.org>  
**Subject:** Comment on South Federal Way portion.

Hello,

I am a home owner on a side street of SW 374th Street, for full disclosure. I would be directly impacted by this. Specifically [REDACTED]

Please, I am begging the city, do not select any of the Pacific Highway options (SF-99 West or SF-99 East). We already have a ridiculous middle lane barrier on the highway, due to the lack of a turning lane. This would make access infinitely worse. We are good people, and we keep getting the short end of the stick!

If the 99 must be built on, please consider either:

1. A station mid-way on 99, between South federal way and Fife stations, so at least we get something out of this.
2. Buyouts for relatively nearby homes in the Ballinger Zone. We have enough problems to deal with due to limited city assistance thanks to this ridiculous zoning remnant. Adding a train would only exacerbate things.

Thank you,  
-Nathan Zager