



# *Tacoma Dome Link Extension*

Tacoma Dome Link Extension

## Station Area Planning Report

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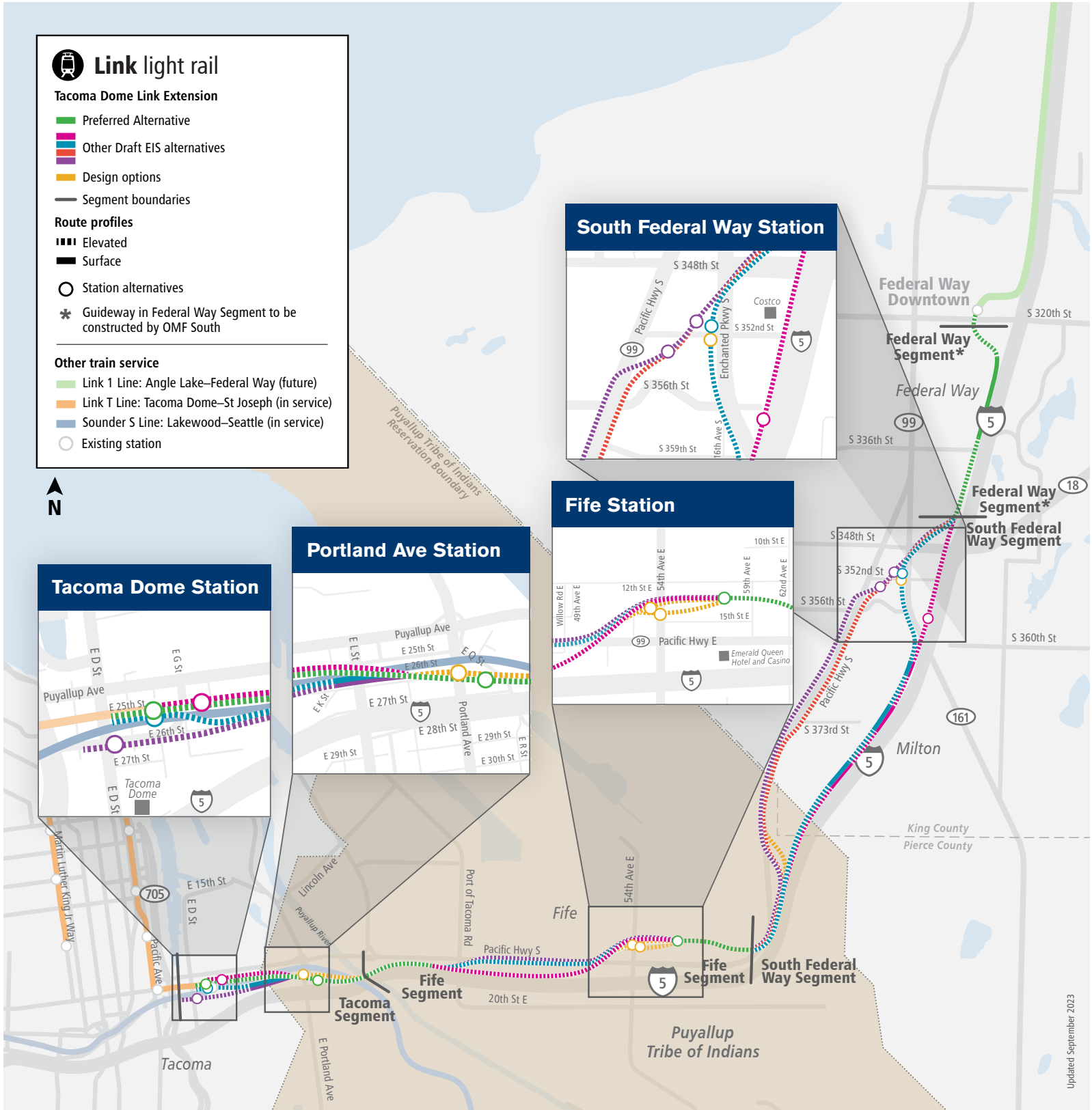
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# Introduction

This document is designed to introduce you to the station locations proposed for the Tacoma Dome Link Extension (TDLE), which are being analyzed in the project's Draft Environmental Impact Statement (EIS). While the Draft EIS studies the impacts and benefits of each station, this document explores how pedestrians, transit riders, cyclists, and others would access the stations and how stations fit within each neighborhood.

The ideas presented in this document incorporate the planning and design work of the project to date, developed with input from our community engagement efforts. Since the overall project design is still preliminary, station elements and details are subject to change as the environmental review and design processes progress.

# Project Timeline



# Project Overview

TDLE is an approximately 10-mile, four-station transit line that would extend light rail from Federal Way Downtown Station to Tacoma, with stations in South Federal Way and Fife and two in Tacoma at Portland Avenue and near the Tacoma Dome.

## Draft Environmental Impact Statement

An EIS describes multiple alternatives being considered for a project and how each alternative might affect adjacent neighborhoods, transportation systems, and the natural and built environment. The Federal Transit Administration is the lead federal agency under the National Environmental Policy Act (NEPA) and Sound Transit is the lead agency under the Washington State Environmental Policy Act (SEPA). The Draft EIS has been prepared to be consistent with NEPA and SEPA. The EIS process helps Sound Transit, local jurisdictions, partner agencies, and the public better understand the potential benefits and impacts of a project and identifies ways the project can avoid, minimize, or mitigate impacts, both during construction and operation of the light rail line.

## Station Locations

The EIS also evaluates multiple station locations. Some alternative guideway alignments and stations have been identified as part of the “preferred alternative” by the Sound Transit Board of Directors in 2019 (Motions M2019-75 and M2019-77) based on community stakeholder and partner input in the Alternatives Development phase. The Sound Transit Board will confirm or modify a preferred alternative based on the results of the Draft EIS and input received during the public comment period. The Preferred Alternative will be evaluated in the Final EIS along with the other Draft EIS alternatives. The board will select the project to be built after publication of the Final EIS.

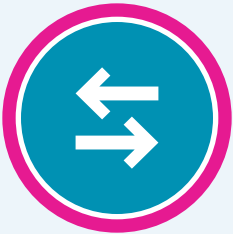
## Station Planning

Station planning involves planning and designing a station in such a way that it is well-situated in a neighborhood, offers different ways for riders to access the station, and allows for future neighborhood growth that both boosts transit ridership and supports local goals. We work to understand how people would get to the station—for instance, walking, biking, taking the bus, or being dropped off—and identify ways to make these trips safer and more convenient. We also want to be sensitive to how the context around the station may evolve in response to high-capacity transit. In many cases, communities plan for new housing, commercial or retail uses, and other development near our Link stations.



### Walking, biking, and rolling to the station

The station area would be designed to make it easy to get to and move through the station area while walking, biking, or rolling. This can be accomplished by locating station entrances so they are easy to navigate to and by offering connections to safe biking and walking routes in the neighborhood.



### Connecting to the station

For passengers arriving to the station by bus, rail, taxi, rideshare, or drop-off, the transfer to light rail should be safe and easy to navigate. Sound Transit prioritizes walking, biking, and transit transfers over other vehicle modes.



### Living and working near the station

Adding a light rail station to a neighborhood can introduce new opportunities to add different types of housing, new shopping, employment opportunities, and other public spaces. Sound Transit strives to support equitable transit oriented development (TOD) around the stations, with a priority on affordable housing and other uses that benefit communities.



# Access to Stations

## The Station Access Allowance Program

Sound Transit is committed to offering multiple ways for our passengers to access our stations, with priority for nonmotorized modes. Walking, biking, and rolling connections to transit are integral to maintaining and increasing transit ridership and achieving our goals for environmental stewardship and sustainability. Beyond the immediate station footprints, the Sound Transit 3 plan includes funding to support improved and expanded nonmotorized access facilities in surrounding communities, provided that facilities directly improve access to our Link light rail stations. The funding resource is called the “Station Access Allowance.”

TDLE’s Station Access Allowance funds can be applied to various projects, such as:

- completing gaps in and expanding the network of sidewalks;
- improving street crossings for pedestrians;
- installing Americans with Disabilities Act (ADA)-compliant facilities;
- enhancing wayfinding and lighting;
- adding bicycle facilities (such as bicycle lanes) and multiuse paths; and
- providing other treatments that decrease barriers and increase safety for nonmotorized modes.

## Developing potential Station Access Allowance projects in each station area

As part of the preliminary identification and evaluation of TDLE Station Access Allowance projects, outreach activities included coordination and collaboration with the Puyallup Tribe of Indians and local jurisdictions, which resulted in an initial list of potential Station Access Allowance nonmotorized projects.

Station Access Allowance nonmotorized projects are identified by examining existing nonmotorized infrastructure in station areas and

performing a review of local plans to improve and expand these facilities. We also gathered local perspectives on these projects during our community engagement efforts.

This report includes a brief description and map of the potential projects identified for each station area. This list is preliminary; Sound Transit will continue to coordinate with the public and partner jurisdictions and agencies to refine projects as the TDLE project progresses. We will work with partner tribes, jurisdictions, and agencies to prioritize the projects.

Once the access projects have been identified, the local agency will complete the appropriate environmental review.

## Implementing Station Access Allowance projects

With a limited amount of Station Access Allowance funds available for TDLE, our goal is to leverage our contributions with additional funds from Tribal, local, regional, state, federal, and other sources. These additional funds are anticipated to be secured by cities and other stakeholders along the light rail extension corridor, and Sound Transit will assist in this effort through coordination and partnership with them.

Ultimately, the Sound Transit Board of Directors will select which nonmotorized access projects would receive Station Access Allowance funds. This could occur upon or after publication of the Final EIS, though the specific process and timing of project identification and the application of the Station Access Allowance funds has not yet been determined and could be affected by many factors.



## Nonmotorized

*includes human-powered transportation such as walking, bicycling, riding scooters, and using wheelchairs, but may also include power-assisted vehicles that are allowable within the same infrastructure, such as power-assisted wheelchairs, e-scooters, and other forms of micromobility.*

## Delayed delivery of TDLE parking facilities

The steep rise in construction and real estate costs in the region have driven up cost estimates for future transit expansion projects. In response, the Sound Transit Board adopted a realignment plan in August 2021 that will serve as a framework for delivering agency system expansions as rapidly as possible. The plan delayed some elements of the transit expansion program.

For TDLE, this means that the parking facilities associated with South Federal Way and Fife stations would be delayed by as much as 3 years after the transit project opens. The station concepts presented in this report reflect our work to design station locations with all possible station components, including potential parking facilities to be delivered according to the Board’s realignment plan.

At the Board’s direction, we will work to identify flexible, innovative, and affordable methods to get passengers to transit stations where parking has been delayed. The Board also established an annual review program to review any shifts in the Agency’s financial picture and potential ability to advance any delayed program elements. Learn more about realignment on the Sound Transit website: <https://www.soundtransit.org/system-expansion/realignment>.



# South Federal Way Station Area Context

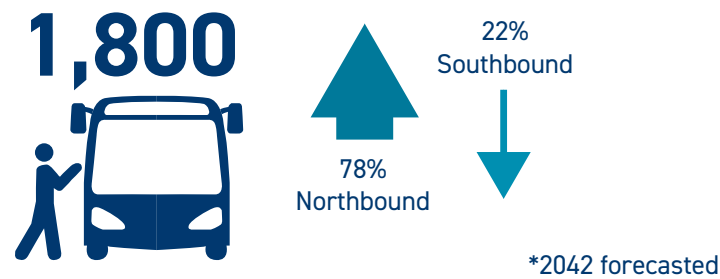
The South Federal Way station area is centered on the commercial area southwest of the I-5/S 348th Street interchange. There are four potential station locations being studied: SF Enchanted Parkway Station, SF 99-Enchanted Station, SF 99-352nd Station near S 352nd Street, and SF I-5 Station, where Enchanted Parkway S crosses I-5. There is also a station design option associated with SF Enchanted Parkway called the SF 352nd Span Station Option. The combined station area is currently home to some 13,000 residents in both single- and multi-family developments. In the areas closest to each station location, commercial activities are the closest neighbors. Todd Beamer High School is located to the south of the station locations, while St. Francis Hospital and a Seattle Children's clinic are located northwest and northeast, respectively. A King County Metro park-and-ride lot is located on S 348th Street to the west of Pacific Highway S, adjacent to the West Hylebos Creek Wetlands Park.



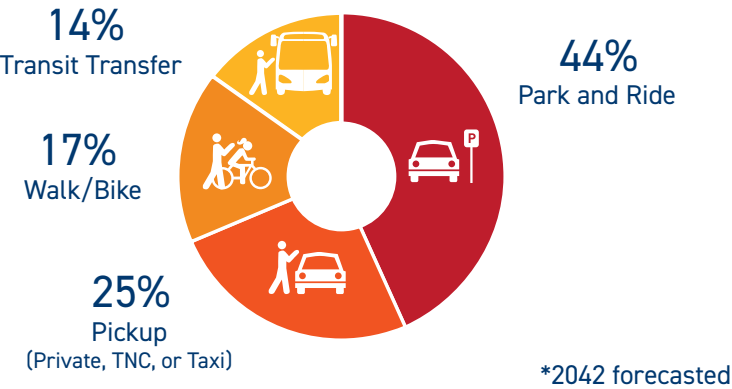


# South Federal Way Station Area Context

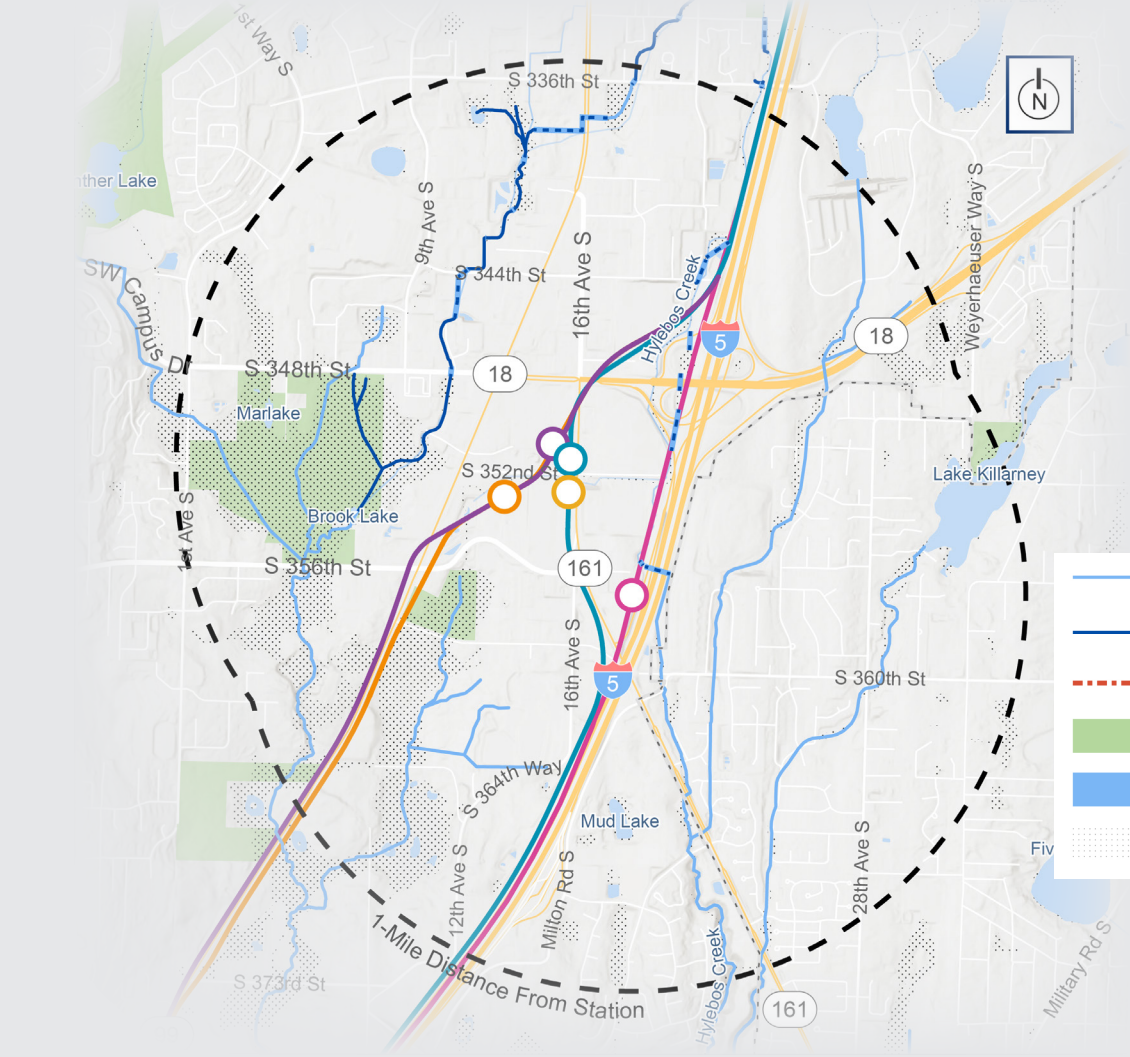
## FORECASTED DAILY STATION BOARDINGS



## FORECASTED MODE OF ACCESS



## FORECASTED LIVING AND WORKING within 1 mile of station



### Natural Context:

Several creeks, wetlands, and waterbodies surround the South Federal Way station area, which is within the West Hylebos Creek Subbasin. There are greater elevation changes near the SF I-5 Station compared to the other station locations that may cause minor slope challenges. The area immediately surrounding the station locations is dominated by urban development; however, along I-5 and to the south of the South Federal Way station locations are areas of mature native forest and wetland vegetation. The station area has a low susceptibility to seismic hazards, with low potential for liquefaction.

### Historic Context:

The development of Federal Way is closely linked with the evolution of transportation corridors through southern King County. In the 1850s, the U.S. Army developed a military road between two early Puget Sound military installations, Fort Steilacoom and Fort Bellingham. In the late 19th and early 20th century, small settlements, such as Stone's Landing, Buenna, and Adelaide, grew along the route of the early military road, which was later redeveloped as US 99 in the 1920s. Development along the highway increased in the mid-20th century, with the Federal Way area becoming a hub for transportation-related developments such as restaurants and hotels. This trend continued following the construction of I-5 parallel to the US 99 route in the 1960s. The City of Federal Way was incorporated in 1990.



Pacific Highway (1958)  
Source: Historical Society of Federal Way



Military Road near Five Mile Lake  
Source: Museum of History and Industry, Seattle



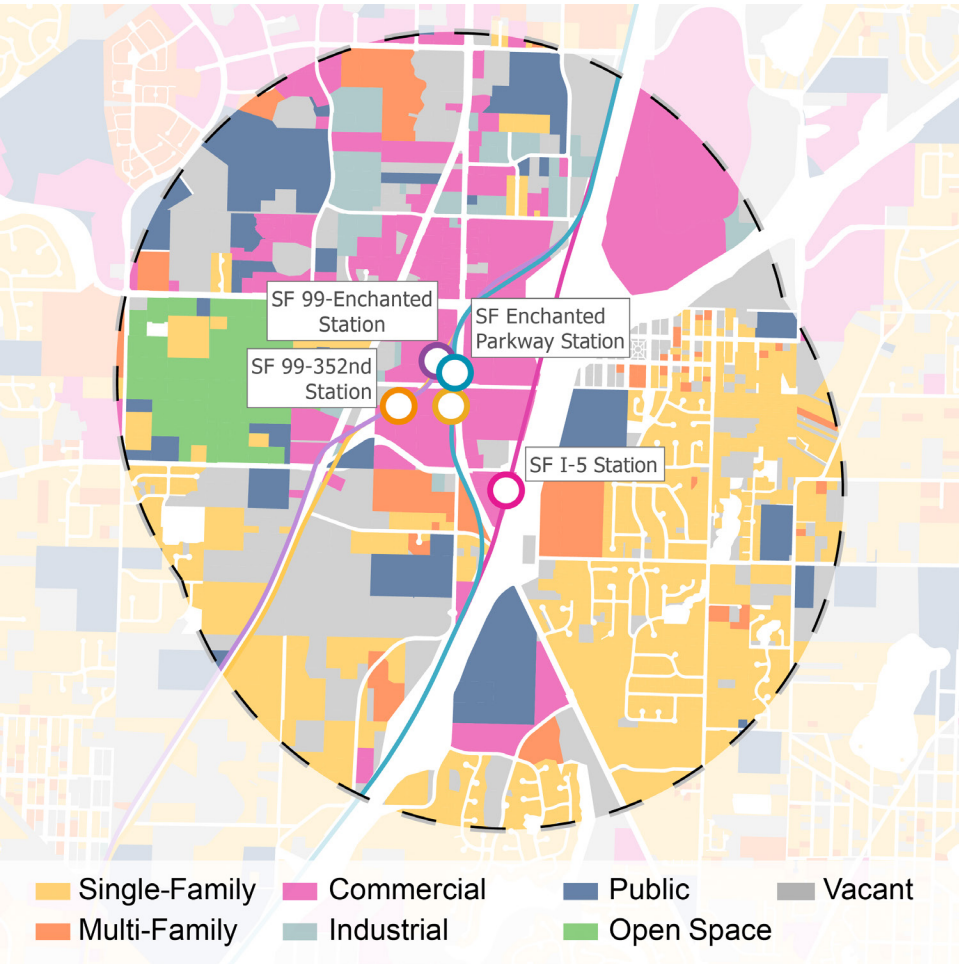
# South Federal Way Station Area Context

## Land Use

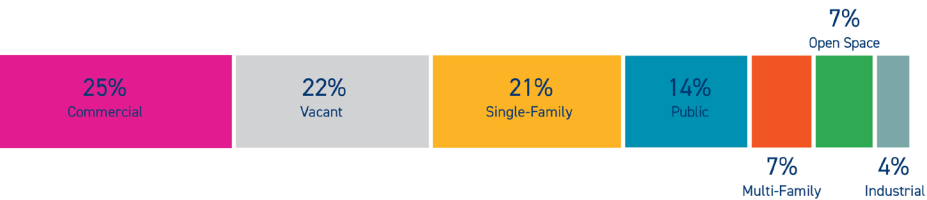
### Land Use and Zoning Context

The South Federal Way station locations are located in a primarily auto-oriented commercial district, including several shopping centers along Enchanted Parkway S. The existing land uses near each station vary, but each is located in the Commercial Enterprise zoning district, which allows uses including retail, manufacturing and production, material processing, storage, office, and other commercial activities. Existing, predominantly single-family residential areas are located west and east of the commercial district centered on Pacific Highway S and Enchanted Parkway S. There is limited opportunity for higher-density multi-family residential to be built near either station, based on existing zoning.

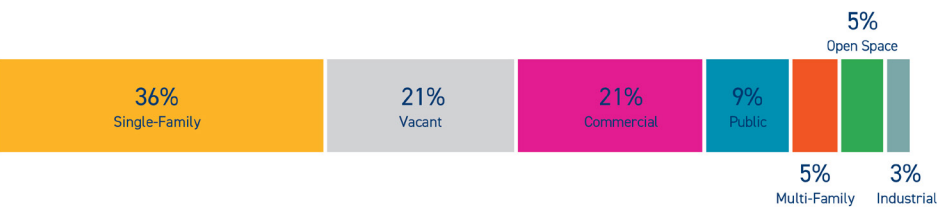
Existing Land Uses within 1 Mile



SF Enchanted Parkway Station

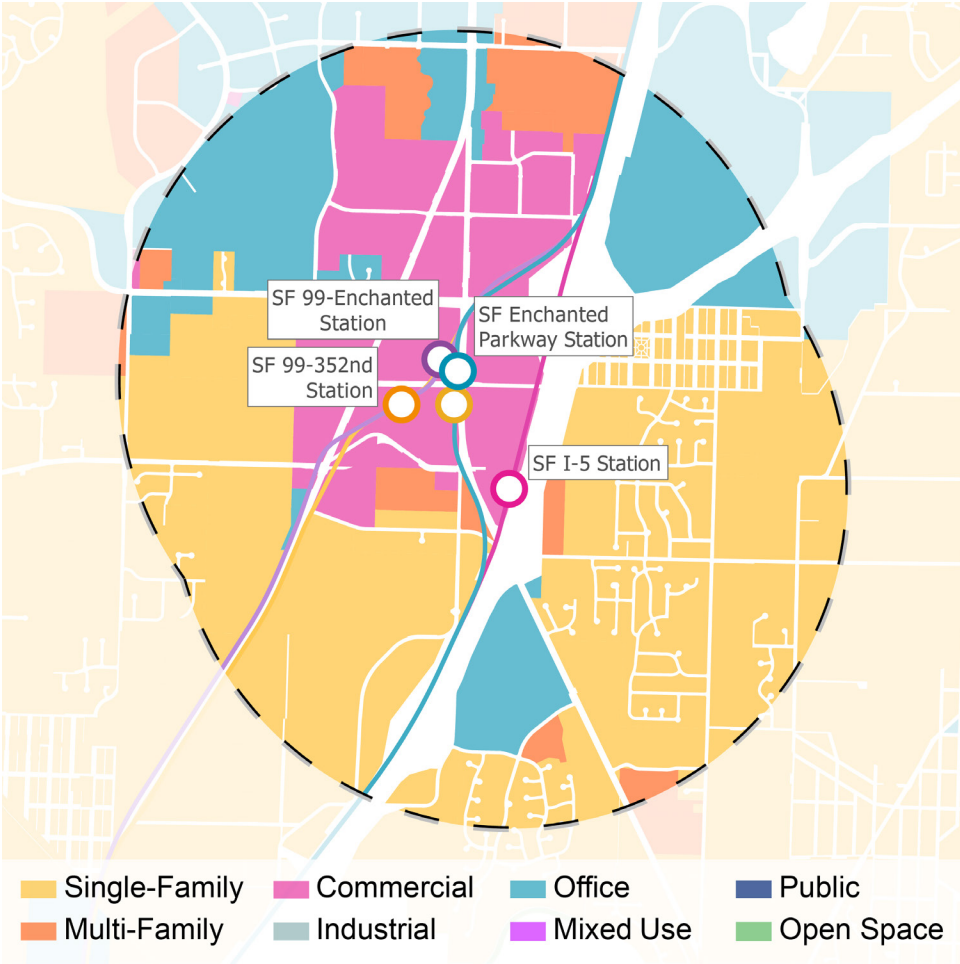


SF I-5 Station



Derived from King County Land Use data, 2019

Zoning within 1 Mile



Zoning Characteristics

Zone	Allowed Uses		
Single-Family	Single-Family homes Townhouses Accessory dwelling units	Manufactured homes Special needs housing	Parks and recreation Public facilities and amenities
Multi-Family	Office Retail and entertainment	Education Medical, nursing homes	Public facilities and amenities
Commercial Enterprise	Manufacturing and production Material and waste processing	Storage, warehouse, distribution Office Retail and entertainment	Hotel/motel Public facilities and amenities
Office Park	Office Retail and entertainment	Education Medical, nursing homes	Public facilities and amenities







# South Federal Way Station Area Context

## Walking, Biking, and Transit Options

### SF I-5 Station

#### Existing Transit Service



bus stops within 1/2 mile

Service to:  
Federal Way Transit Center  
Tacoma  
South Hill  
Puyallup  
Fife  
Milton  
Edgewood

#### Pedestrian Infrastructure

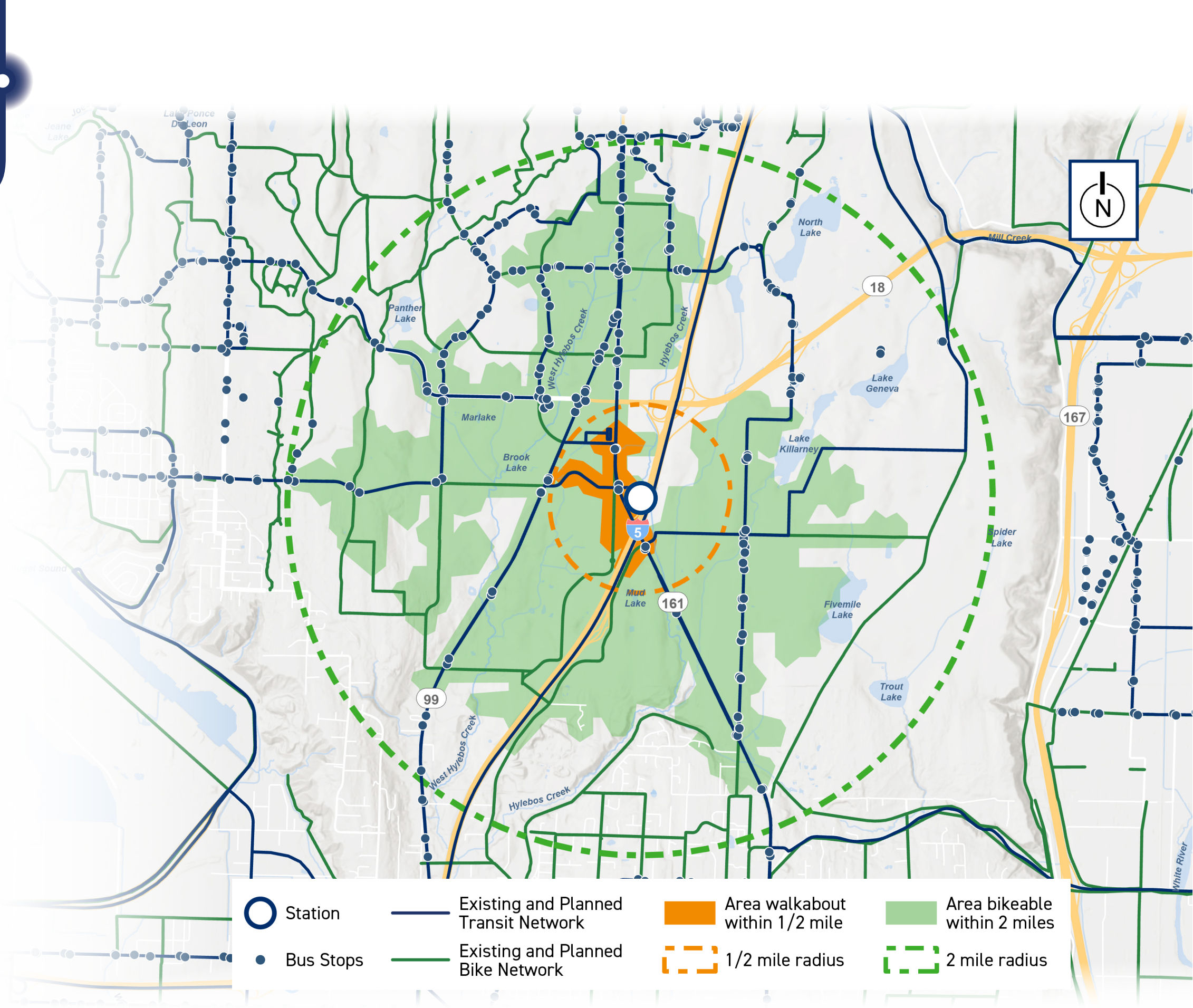
43%  
Roads with Sidewalks  
(within 1/2 mile of station)

4 miles existing sidewalk    133 miles sidewalk gaps

#### Bicycle Infrastructure

17%  
Roads with Bicycle Facilities  
(within 2 miles of station)

6 miles existing facilities    23 miles planned



"Existing" information is current as of February 2022.



# South Federal Way Station Area Context

## Walking, Biking, and Transit Options

### SF 99-Enchanted Station

#### Existing Transit Service



bus stops within 1/2 mile

Service to:  
Federal Way Transit Center  
Tacoma  
South Hill  
Puyallup  
Fife  
Milton  
Edgewood

#### Pedestrian Infrastructure



Roads with Sidewalks  
(within 1/2 mile of station)



existing sidewalk



sidewalk gaps

#### Bicycle Infrastructure



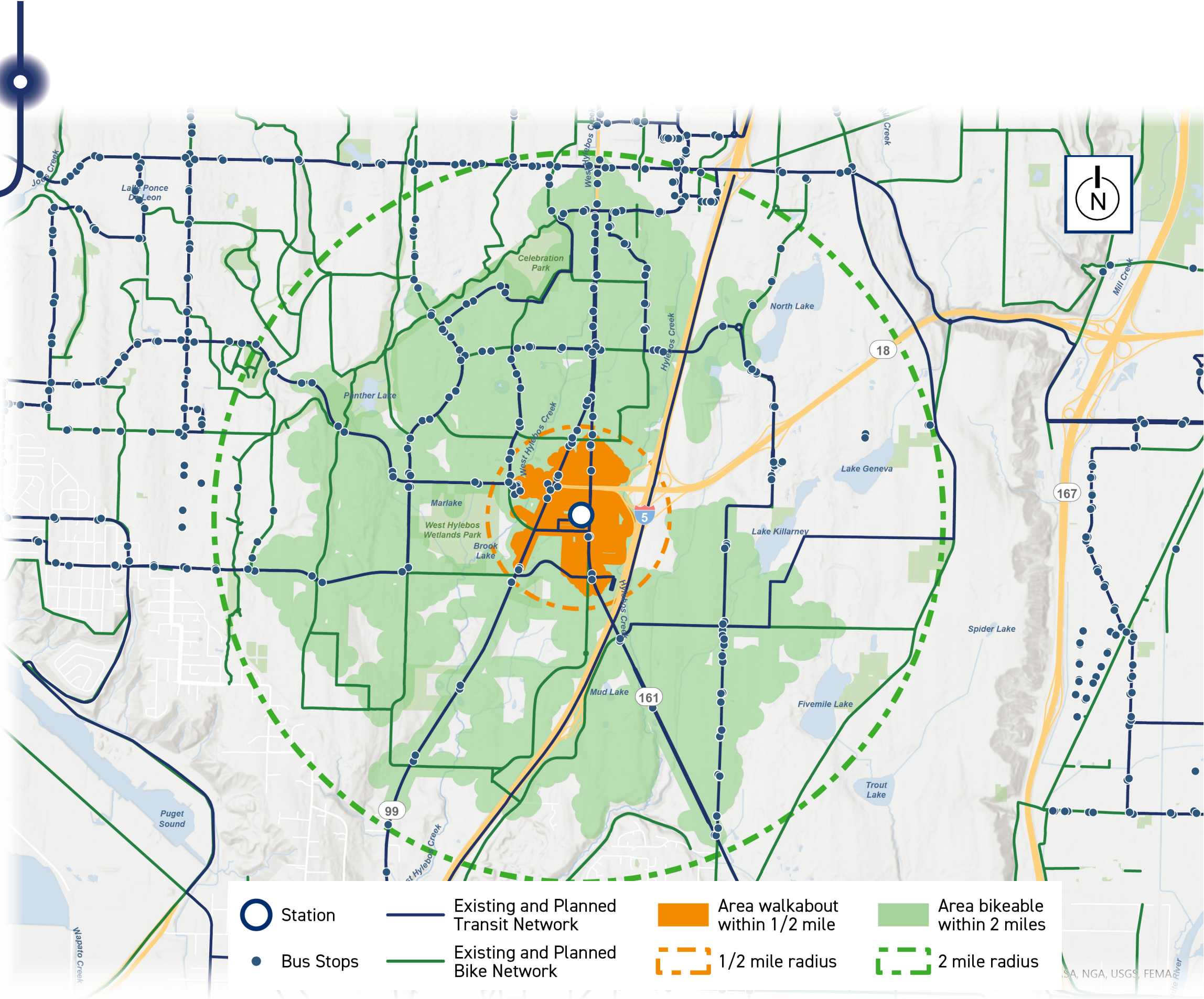
Roads with Bicycle  
Facilities  
(within 2 miles of station)



existing facilities



miles planned



"Existing" information is current as of February 2022.



# South Federal Way Station Area Context

## Walking, Biking, and Transit Options

SF 99-352nd Station

### Existing Transit Service



bus stops within 1/2 mile

Service to:  
Federal Way Transit Center  
Tacoma  
South Hill  
Puyallup  
Fife  
Milton  
Edgewood

### Pedestrian Infrastructure



Roads with Sidewalks  
(within 1/2 mile of station)



existing sidewalk

25

sidewalk gaps

### Bicycle Infrastructure



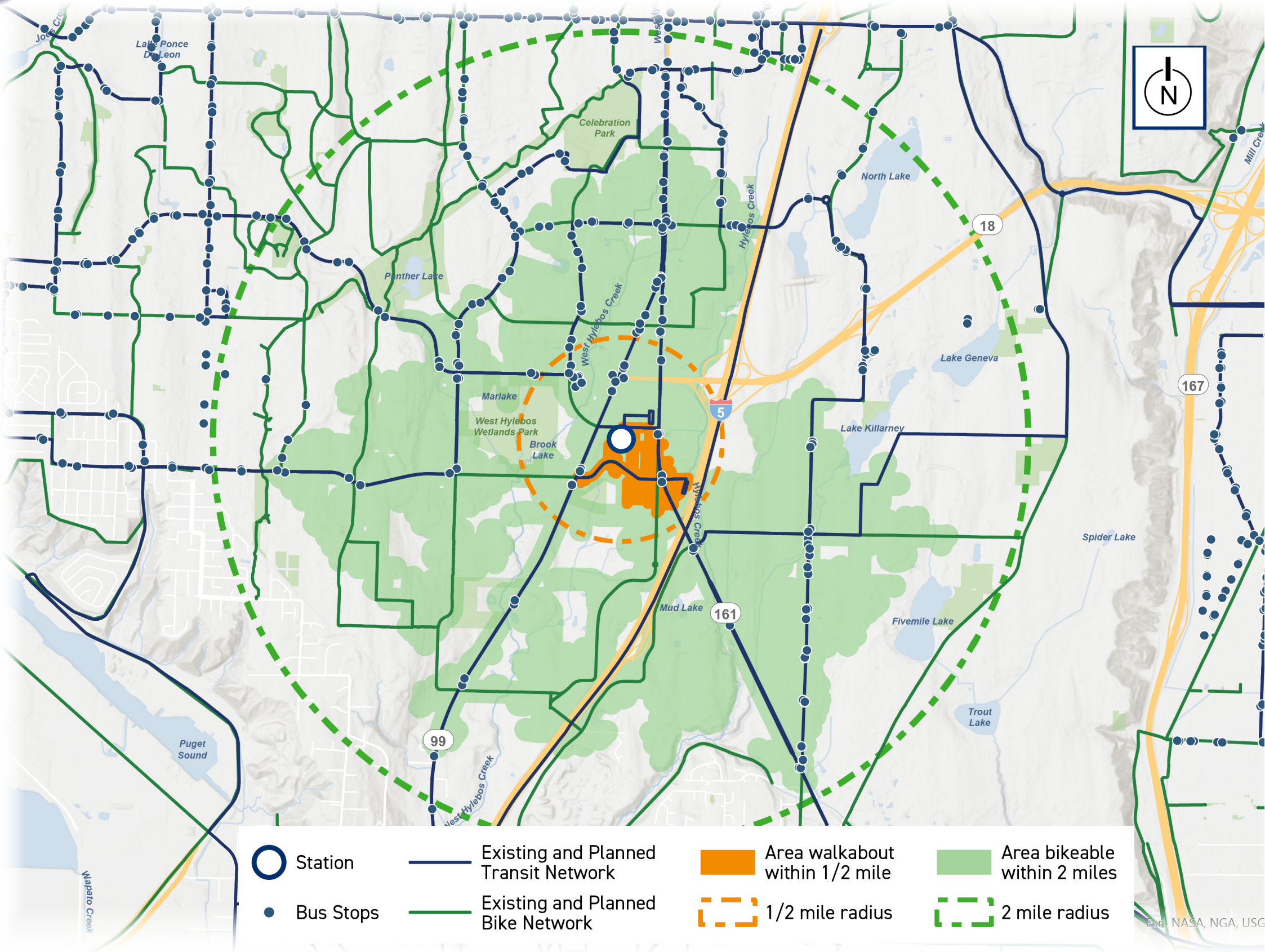
Roads with Bicycle  
Facilities  
(within 2 miles of station)



existing facilities

25

miles planned



"Existing" information is current as of February 2022.

# South Federal Way Station Area Context



## Nonmotorized Station Access Projects

This initial list of potential Station Access Allowance nonmotorized access projects in the South Federal Way station area was developed by examining existing nonmotorized infrastructure near the stations, and reviewing of local plans for improving and expanding these facilities. We also gathered local perspectives on these projects during our community engagement efforts.

This list is preliminary; Sound Transit will continue to coordinate with the public, jurisdictions, transit agency partners, and the Puyallup Tribe to add, remove, modify or refine projects as the TDLE project progresses. We will work with partner jurisdictions and agencies to evaluate and prioritize the projects.

With a limited amount of Station Access Allowance funds available for TDLE, the goal is to leverage Sound Transit contributions with additional funds from local, regional, state, federal, and other sources. These additional funds are anticipated to be secured by cities and other stakeholders along the light rail extension corridor, and Sound Transit will assist in this effort through coordination and partnership with them.

## Intersection Projects

These projects include improvements such as signal modifications to make it safer and easier for pedestrians and bicyclists to use the intersection; modifications to or installation of curb ramps, sidewalks, median waiting islands, and crosswalks; and bicycle safety improvements such as striping and signage.

- SF 1 S 352nd Street and Enchanted Parkway S Intersection Pedestrian and Bicycle Improvements
- SF 2 S 356th Street and Enchanted Parkway S Intersection Pedestrian and Bicycle Improvements
- SF 3 Enchanted Parkway S and I-5 Off-Ramp Intersection Pedestrian and Bicycle Improvements
- SF 4 Enchanted Parkway S and Milton Road S Intersection Pedestrian and Bicycle Improvements
- SF 7 S 348th Street and Pacific Highway Intersection Pedestrian Improvements
- SF 8 S 348th Street and Enchanted Parkway S Intersection Pedestrian Improvements

## Crossing Projects

These projects include improvements to facilitate crossings that pose a barrier, such as major roadways and highways or areas with terrain challenges.

- SF 5 I-5 Nonmotorized Bridge near Enchanted Parkway S
- SF 6 West Hylebos Wetlands Trail between South Federal Way Park and Ride and Pacific Highway S
- SF 9 S 359th Street Stairs to Enchanted Parkway S

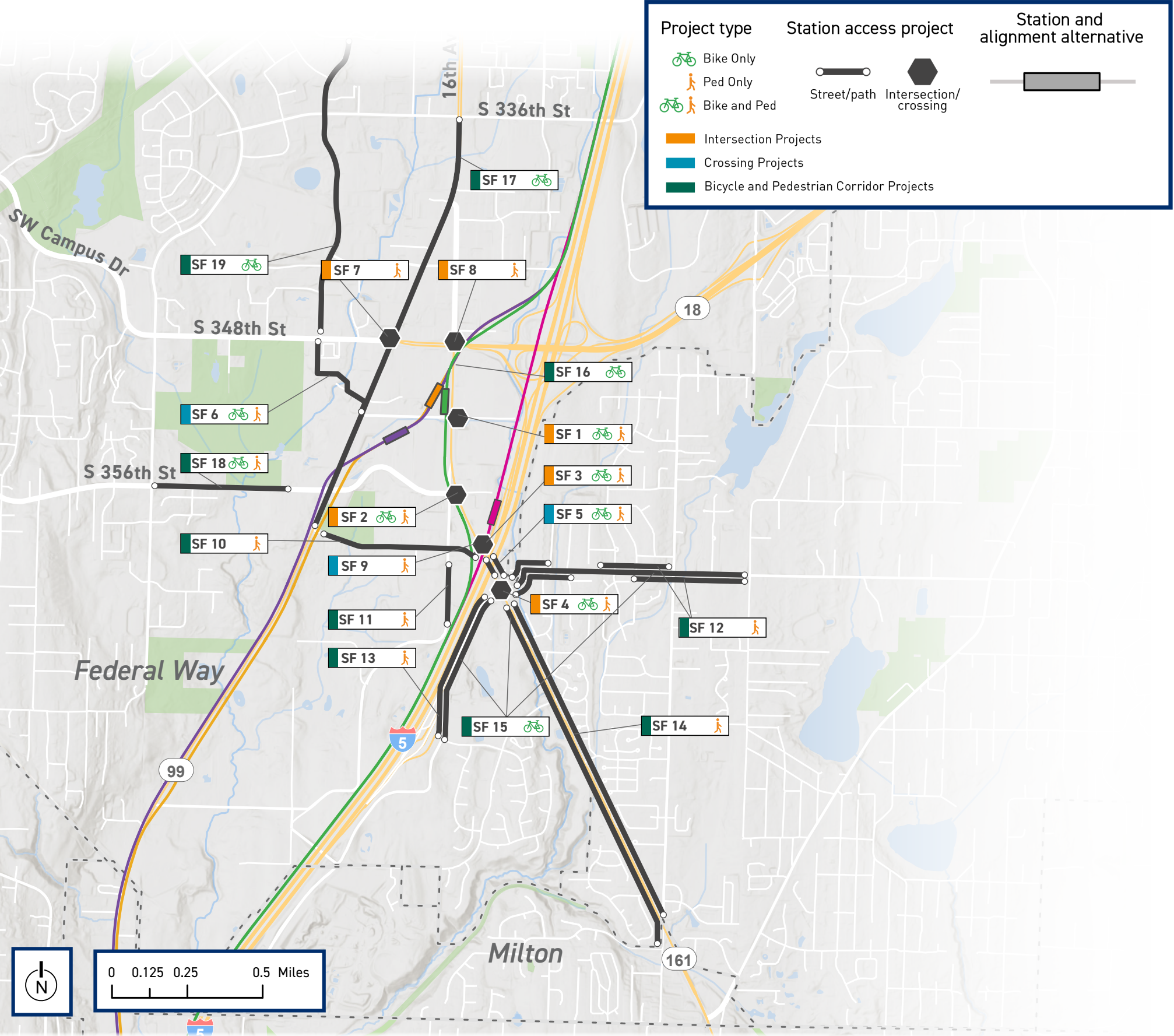


# South Federal Way Station Area Context

## Bicycle and Pedestrian Corridor Projects

These projects include the construction of bicycle facilities, such as bicycle lanes, and/or sidewalks.

- SF 10 S 359th Street Sidewalks (both sides between Pacific Highway S and Enchanted Parkway S)
- SF 11 16th Avenue S Sidewalks (east side between S 359th Street and S 364th Way)
- SF 12 S 360th Street/20th Avenue S Sidewalks (both sides between Enchanted Parkway S and neighborhoods)
- SF 13 Milton Road S Sidewalks (west side between Enchanted Parkway S and S 359th Street)
- SF 14 Enchanted Parkway S Sidewalks (both sides, Milton Road S to the southeast)
- SF 15 SR 161 Bike Lanes to terminus of Interurban Trail on S 380th Street and on Milton Road S (southbound), and 20th Avenue S/S 360th Street
- SF 16 Enchanted Parkway S Bike Lanes between S 348th Street and I-5
- SF 17 Pacific Highway S Bike Lanes between S 336th Street and S 359th Street (or parallel route – combination of SF 6 and SF 19)
- SF 18 S 356th Street Nonmotorized Improvements between SR 99 and 1st Avenue S (would be constructed as part of roadway widening project)
- SF 19 9th Avenue S Bicycle Improvements between S 348th Street and S 332nd Street at Celebration Park (connects to SF 6)



# South Federal Way Stations

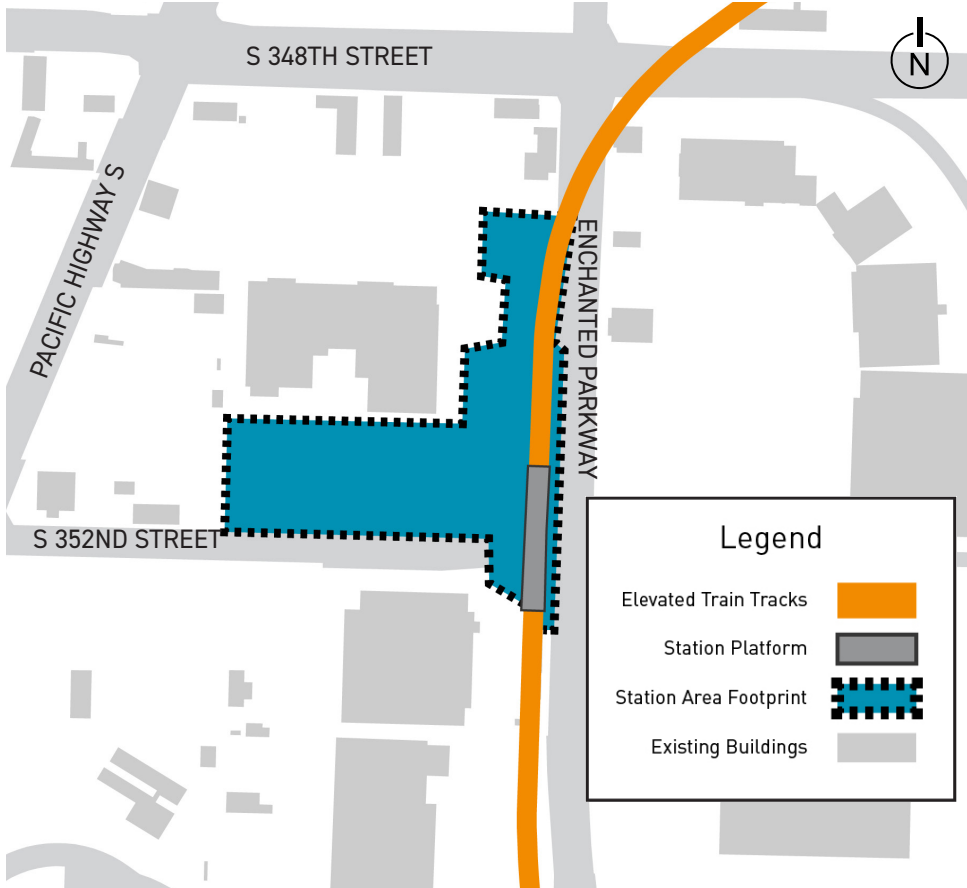


There are four station locations in South Federal Way: the SF Enchanted Parkway Station, SF I-5 Station, SF 99-Enchanted Station, and SF 99-352nd Station. There is also a station design option called the SF 352nd Span Station Option. The stations and the light rail guideway would be elevated through the entire South Federal Way station area. The following pages illustrate the distinct layout of each station, which includes the footprint for parking.



SF Enchanted Parkway Station

The SF Enchanted Parkway Station would be located on the northwest corner of S 352nd Street and Enchanted Parkway S. The SF Enchanted Parkway Station would be an elevated station with a mezzanine and a center platform.



SF 352nd Span Station Option

The SF 352nd Span Station Option would be located at the intersection of S 352nd Street and Enchanted Parkway S. The station platform would be located over S 352nd Street, with station entrances on both the north and south sides of the street.

*Note that the station area footprint includes all potential construction staging areas as well as space needed to accommodate parking.*

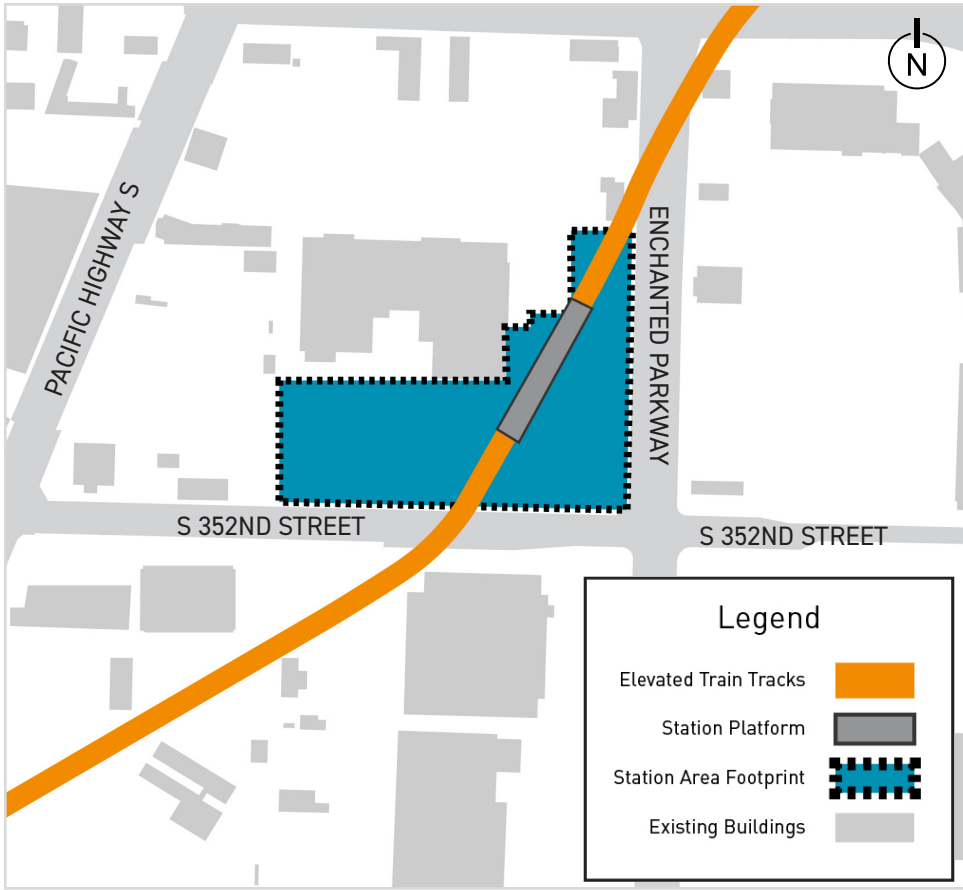


# South Federal Way Stations



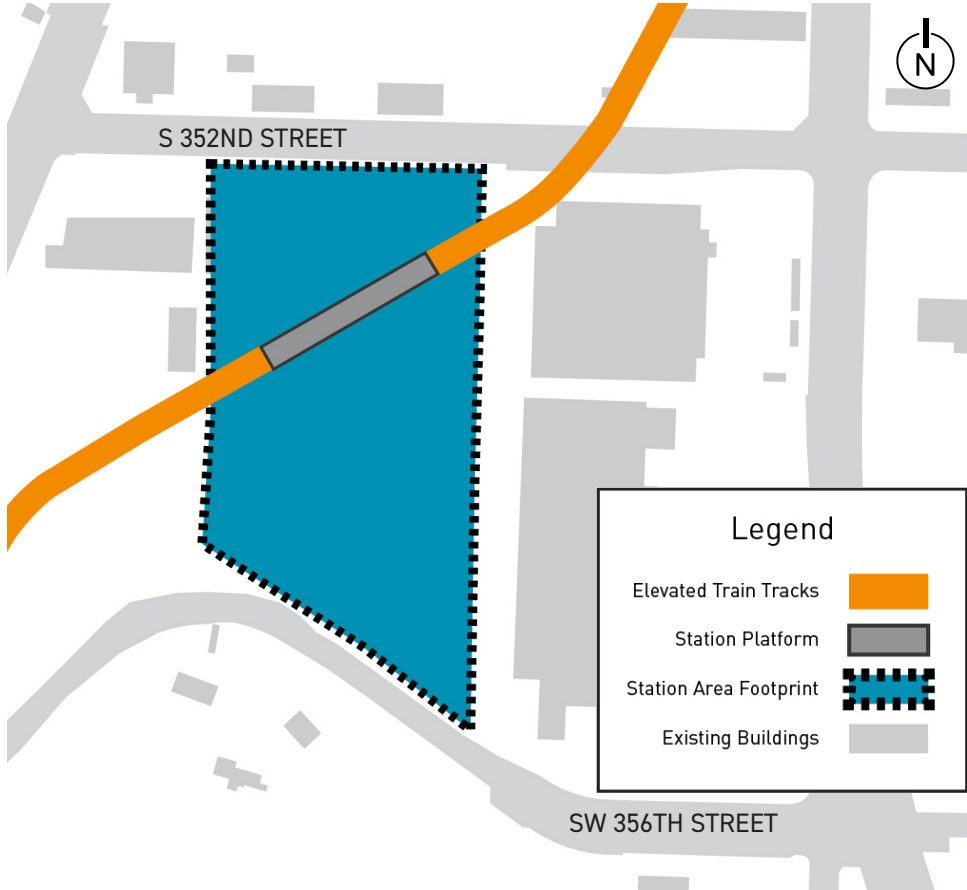
**SF I-5 Station**

The SF I-5 Station would be located adjacent to I-5 near the intersection of Enchanted Parkway S and S 356th Street. The SF I-5 Station would be an elevated station with a center platform.



**SF 99-Enchanted Station**

The SF 99-Enchanted Station would be located on the northwest corner of S 352nd Street and Enchanted Parkway S. This station would span diagonally across the station site and be an elevated platform with station entrances at both ends of the platform.



**SF 99-352nd Station**

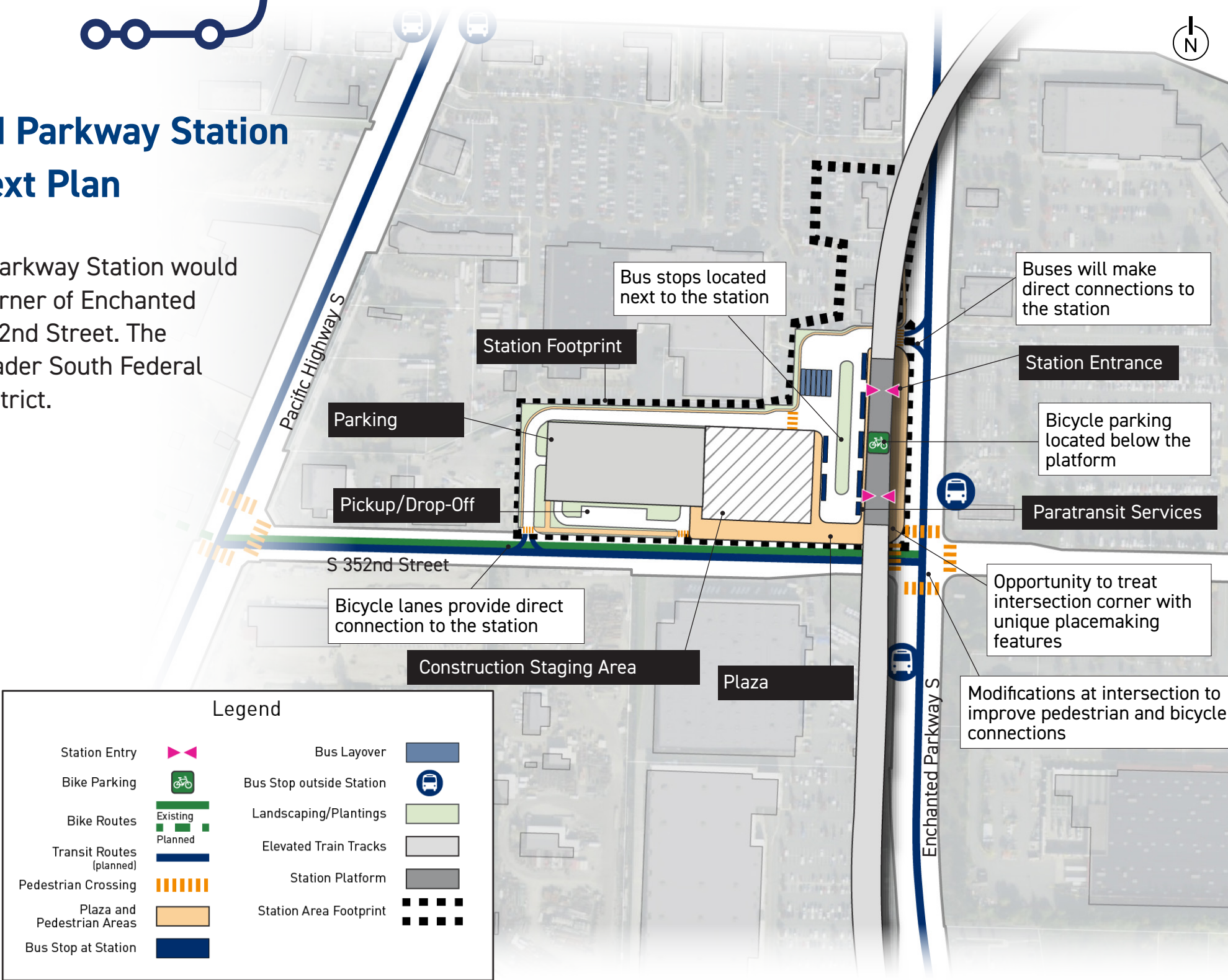
The SF 99-352nd Station would be located between SR 99 and Enchanted Parkway S. The northern and southern edges of the station would be bounded by S 352nd Street and S 356th Street. This station would be an elevated platform with station entrances at both ends of the platform.

*Note that the station area footprint includes all potential construction staging areas as well as space needed to accommodate parking.*

# South Federal Way Stations

## SF Enchanted Parkway Station Station Context Plan

The SF Enchanted Parkway Station would be located on the corner of Enchanted Parkway S and S 352nd Street. The station is in the broader South Federal Way commercial district.



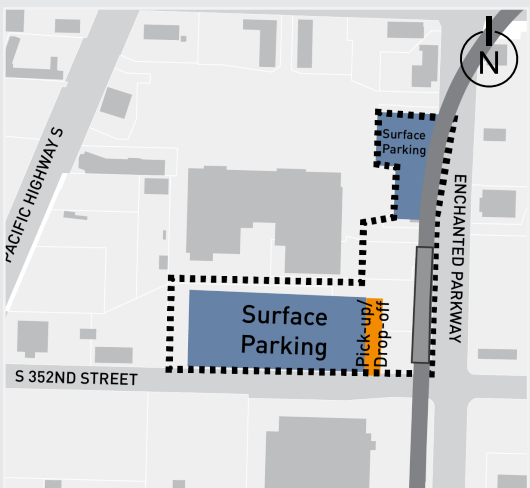
### Parking Options

The South Federal Way station is planned to include a parking facility, though it is not currently planned to open with the start of transit service (see page 6 for more information). Parking facilities associated with South Federal Way would be delayed by as much as 3 years after the transit project opens.

We have prepared conceptual layouts for both surface parking and garage options for the SF Enchanted Parkway Station.



### Garage Parking Option



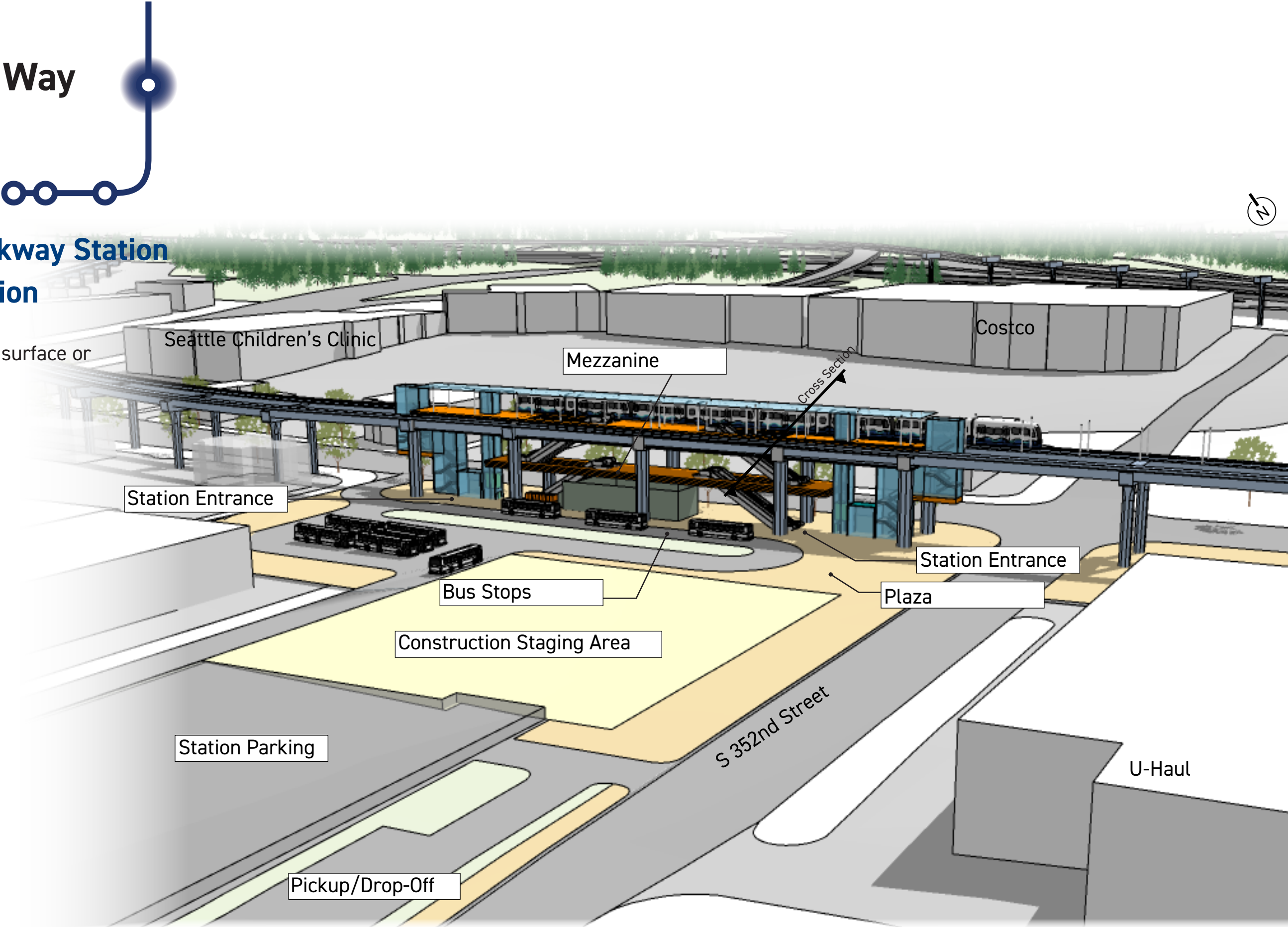
### Surface Parking Option



# South Federal Way Stations

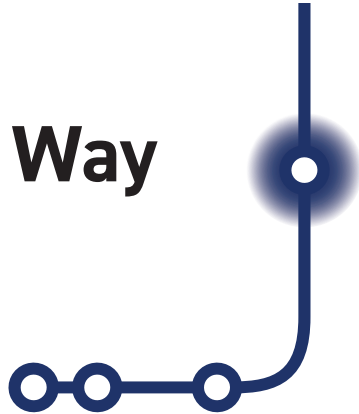
## SF Enchanted Parkway Station A Look at the Station

Note: Parking could be in a surface or structured configuration.

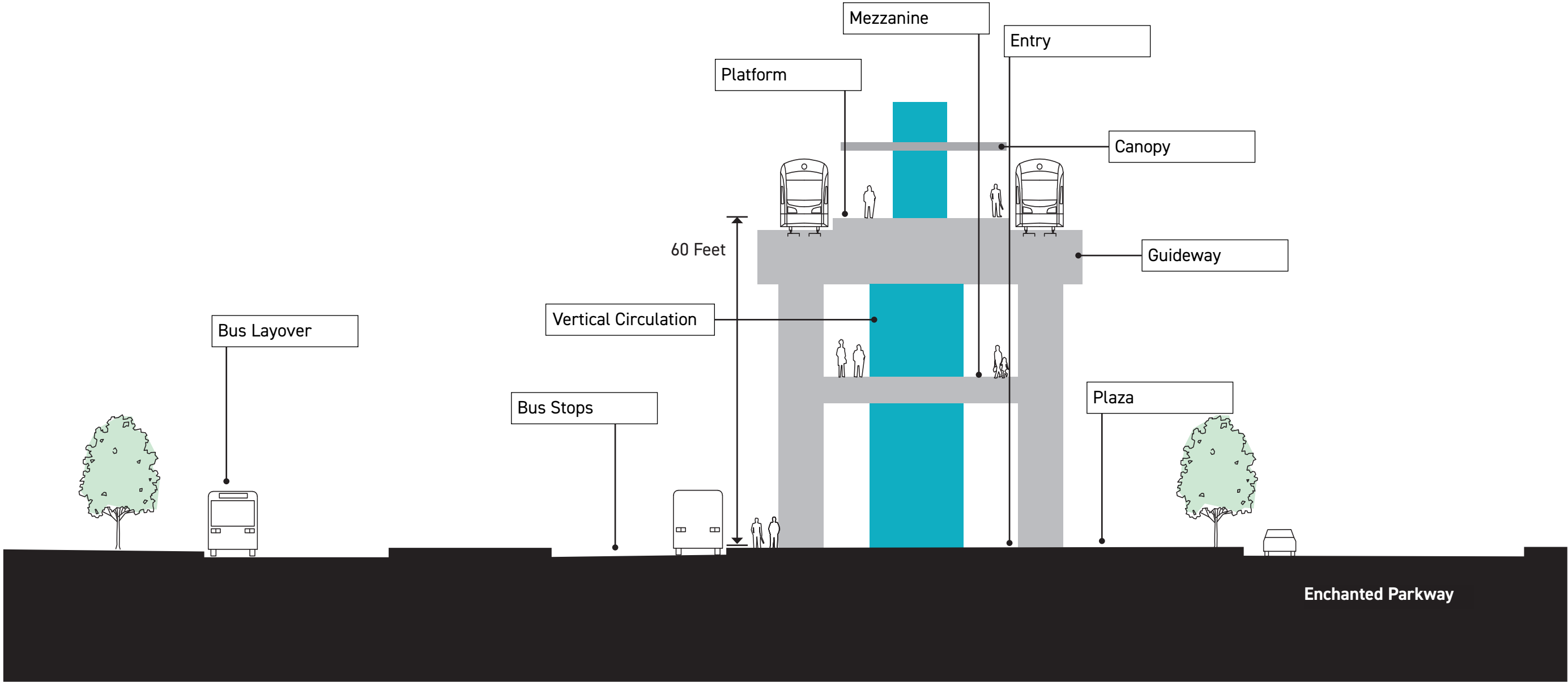


Aerial View of the Station

# South Federal Way Stations



## SF Enchanted Parkway Station A Look at the Station

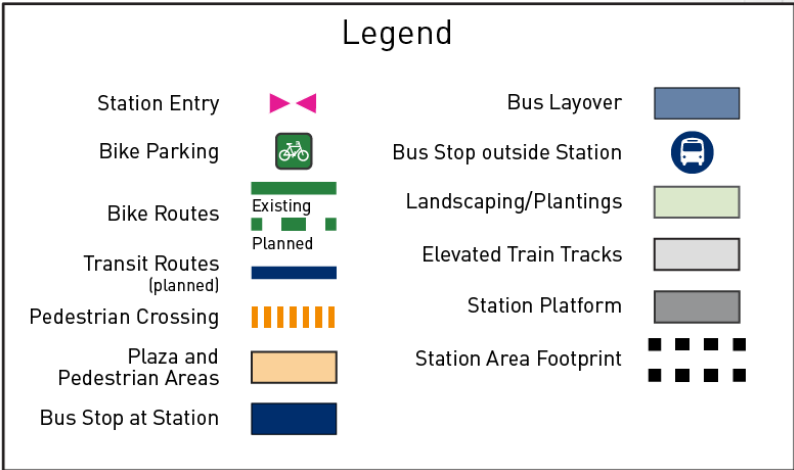
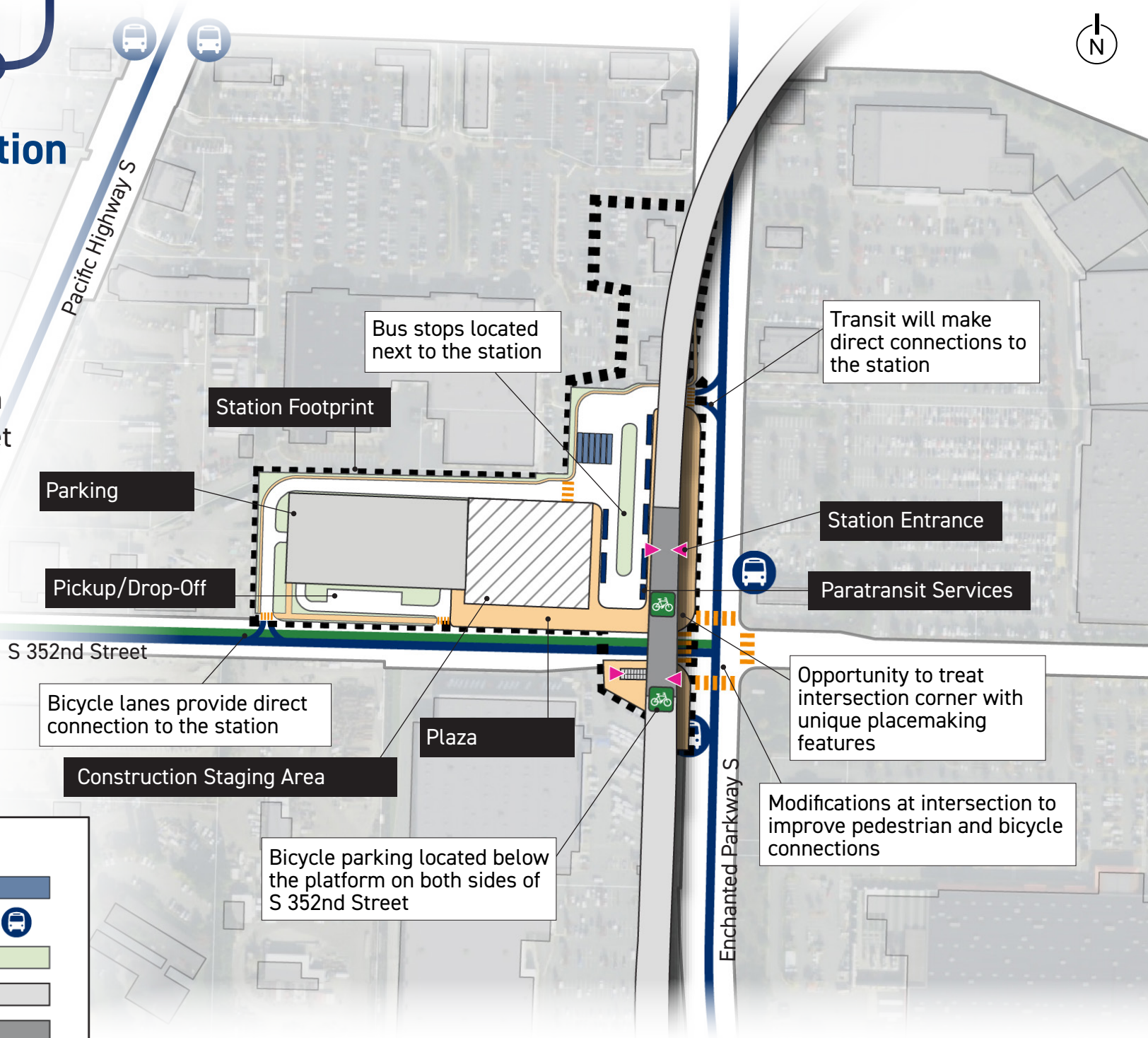


Station Cross Section - Looking North

# South Federal Way Stations

## SF 352nd Span Station Option Station Context Plan

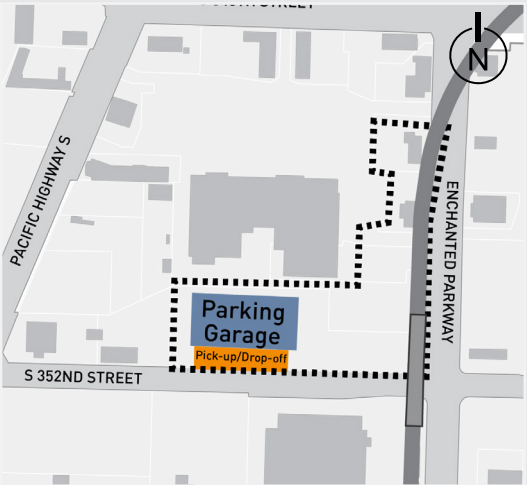
The SF 352nd Span Station Option is a design option that would provide a different configuration of the SF Enchanted Parkway Station. This station design option would span S 352nd Street at Enchanted Parkway S. There would be entrances to the station on both the northwest and southwest corner of the intersection at S 352nd Street and Enchanted Parkway S.



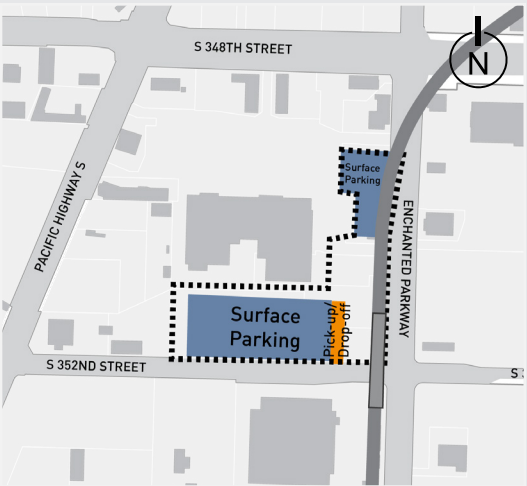
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Garage Parking Option



Surface Parking Option

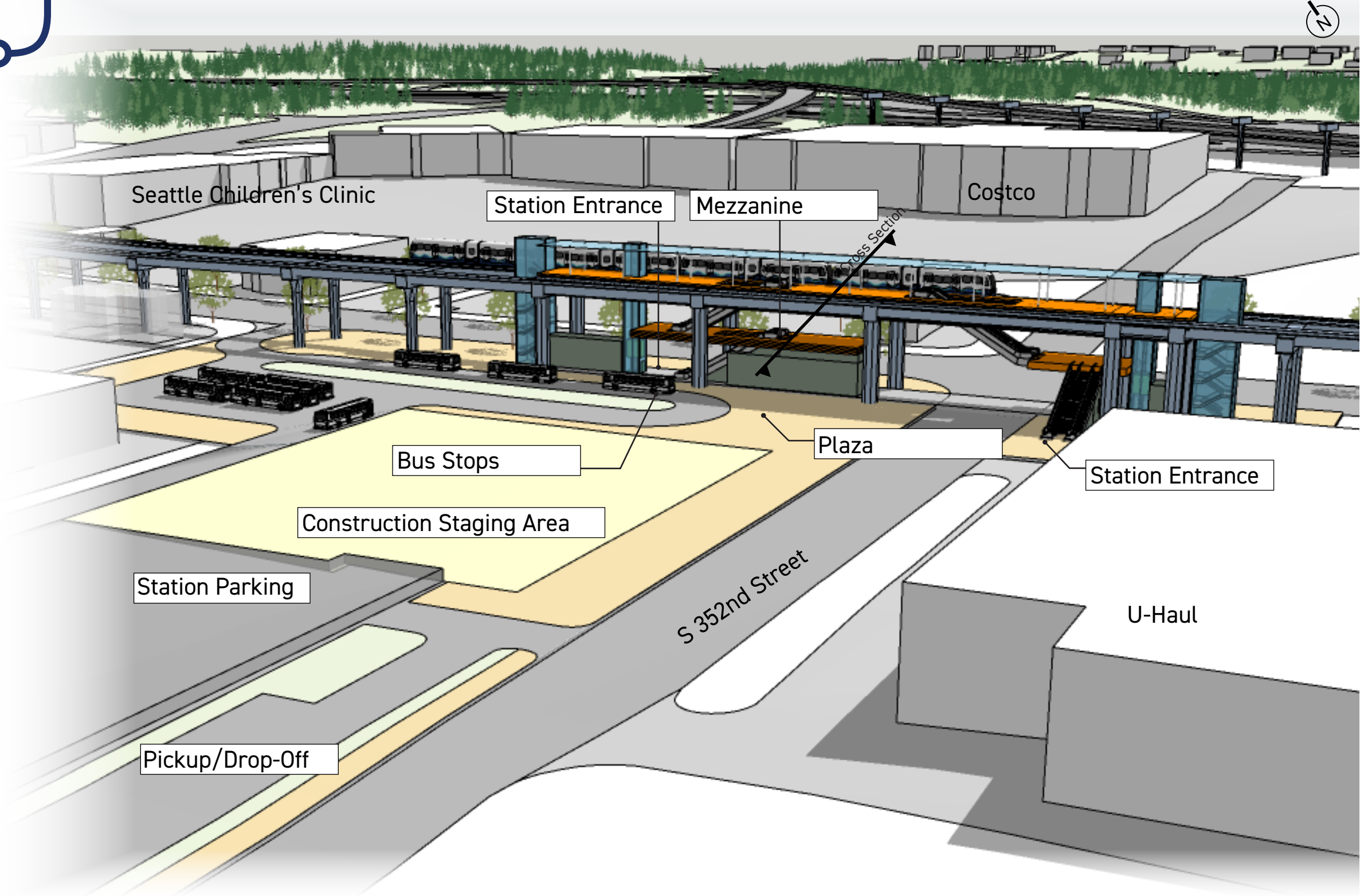


# South Federal Way Stations

## SF 352nd Span Station Option

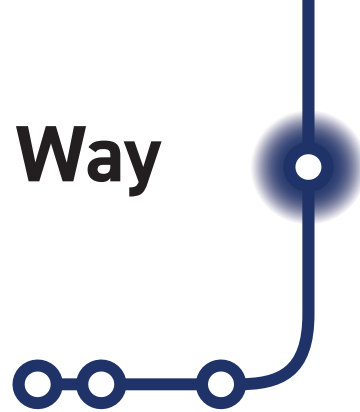
### A Look at the Station

Note: Parking could be in a surface or structured configuration.

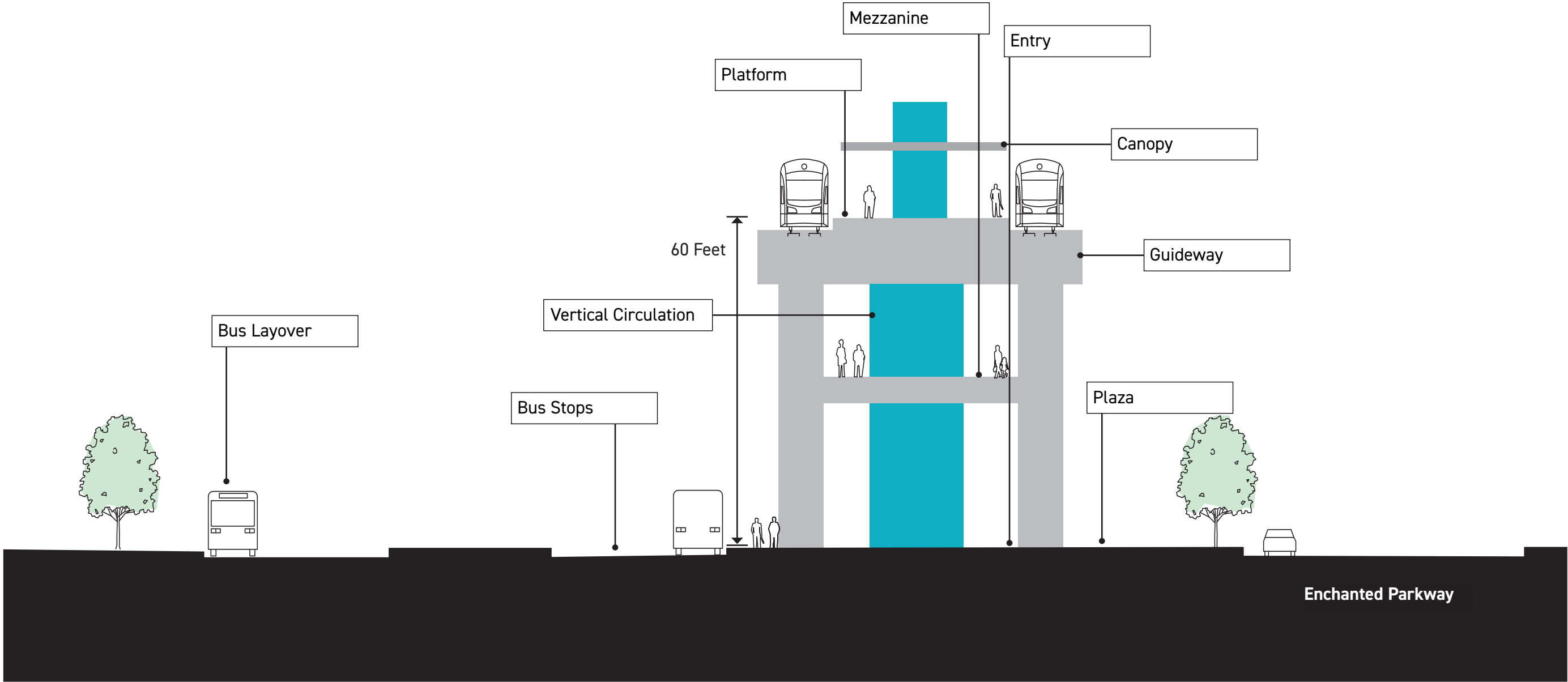


Aerial View of the Station

# South Federal Way Stations



## SF 352nd Span Station Option A Look at the Station



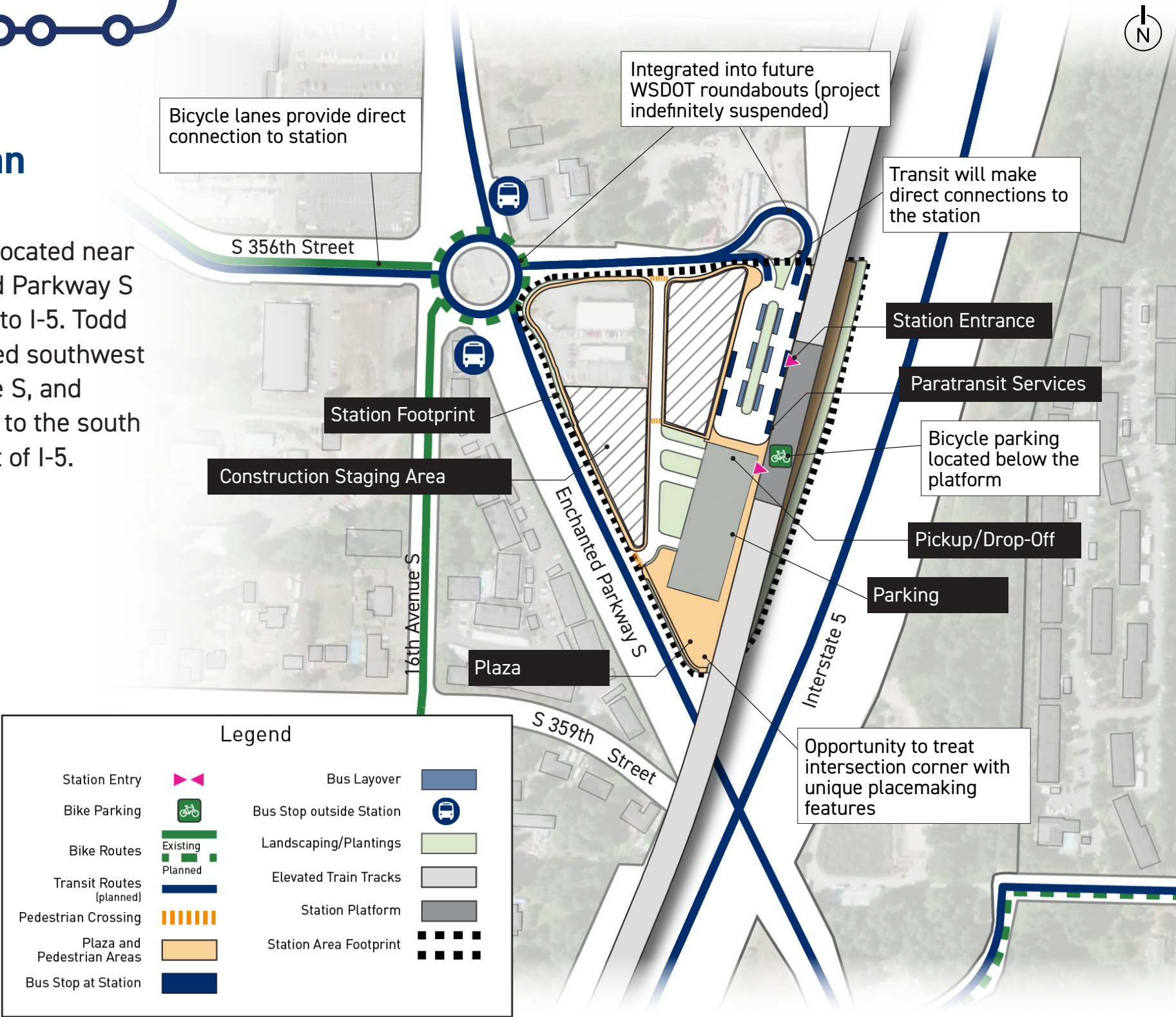
Station Cross Section - Looking North



# South Federal Way Stations

## SF I-5 Station Station Context Plan

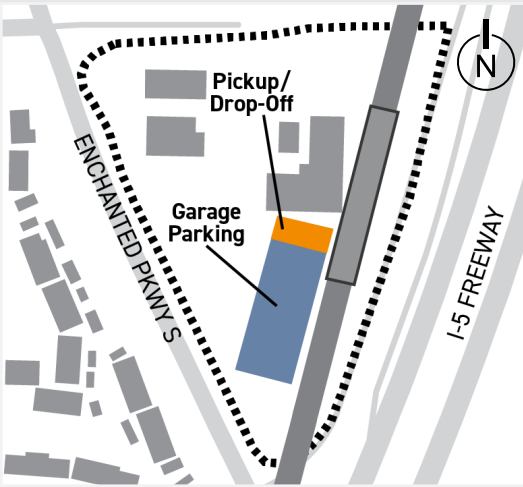
The SF I-5 Station would be located near the intersection of Enchanted Parkway S and S 356th Street, adjacent to I-5. Todd Beamer High School is located southwest of the station on 16th Avenue S, and residential areas are located to the south and east, predominantly east of I-5.



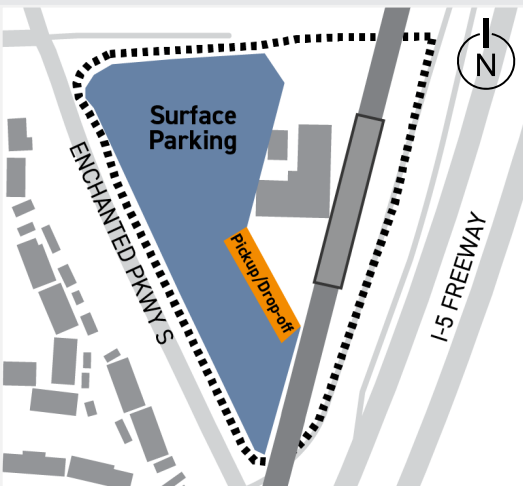
### Parking Options

The South Federal Way station is planned to include a parking facility, though it is not currently planned to open with the start of transit service (see page 6 for more information). Parking facilities associated with South Federal Way would be delayed by as much as 3 years after the transit project opens.

We have prepared conceptual layouts for both surface parking and garage options for the I-5 Station.



Garage Parking Option



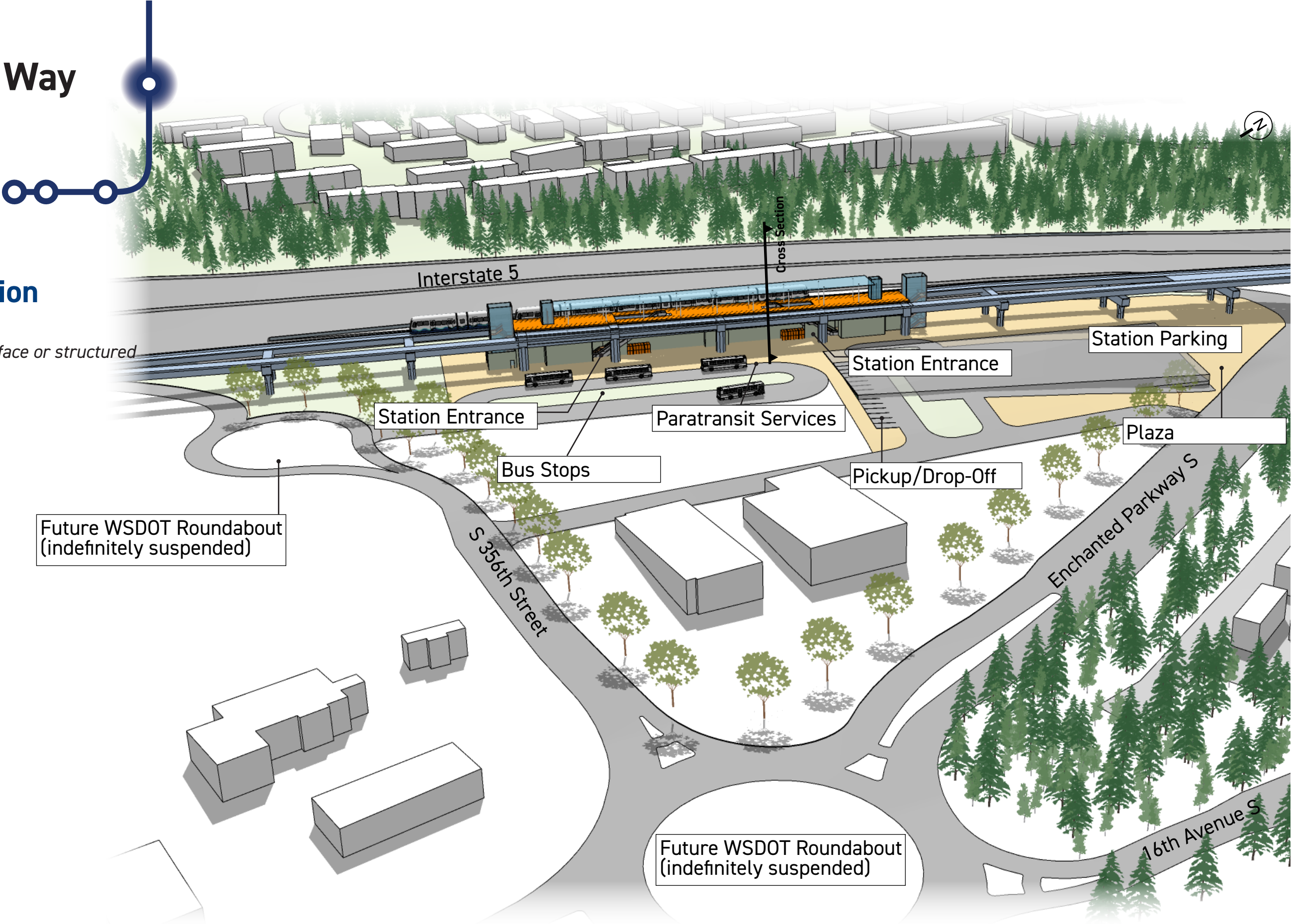
Surface Parking Option



# South Federal Way Stations

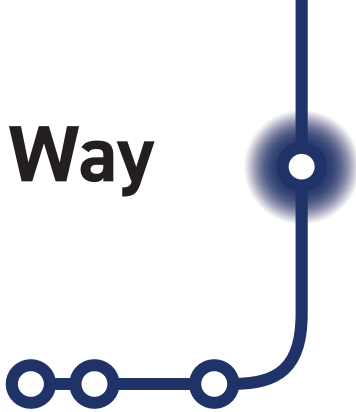
## SF I-5 Station A Look at the Station

*Note: Parking could be in a surface or structured configuration.*

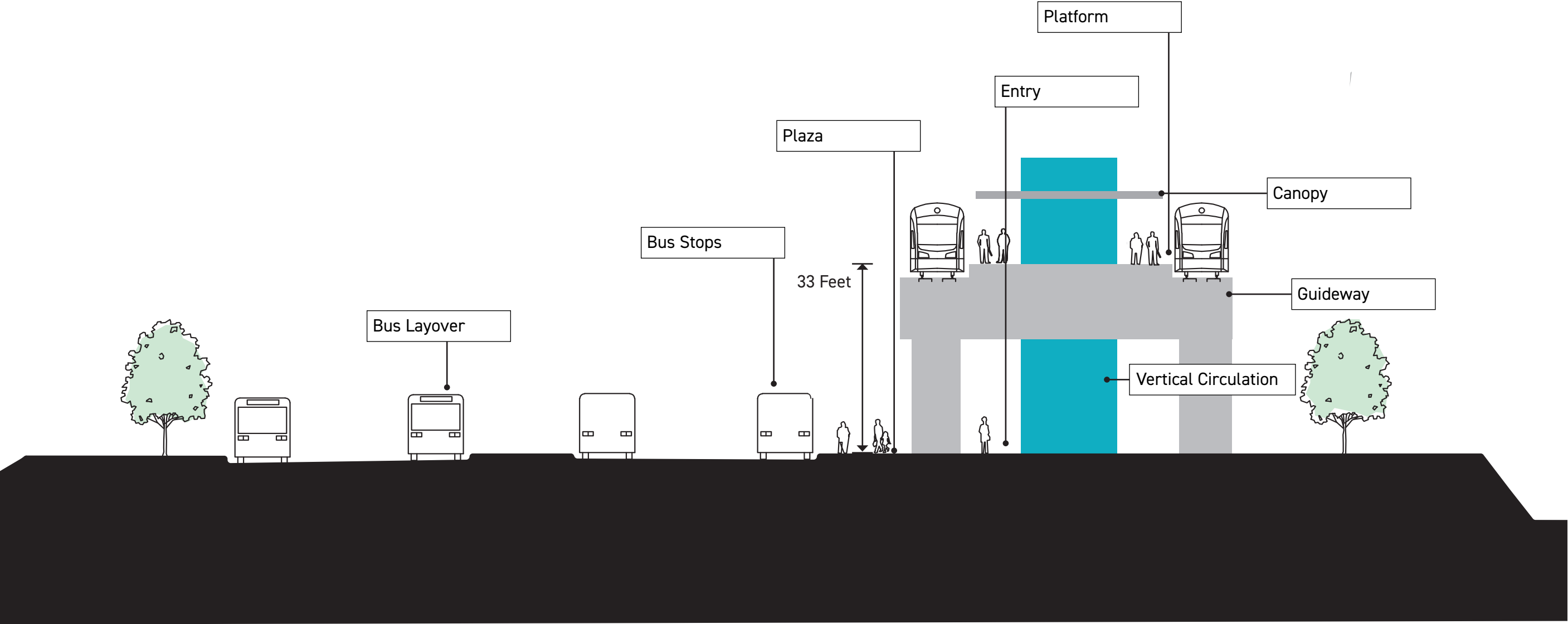


Aerial View of the Station

# South Federal Way Stations



## SF I-5 Station A Look at the Station



Station Cross Section - Looking North



# South Federal Way Stations

## SF 99-Enchanted Station Station Context Plan

The SF 99-Enchanted Station would be located on the northwest corner of Enchanted Parkway S and S 352nd Street. The surrounding area includes commercial uses on both S 352nd and Enchanted Parkway, such as the Federal Way Crossings mall and stores like Costco, Lowe's, and Home Depot.

Station Entry

Bike Parking

Bike Routes

Transit Routes (planned)

Pedestrian Crossing

Plaza and Pedestrian Areas

Bus Stop at Station

Existing

Planned

Bus Layover

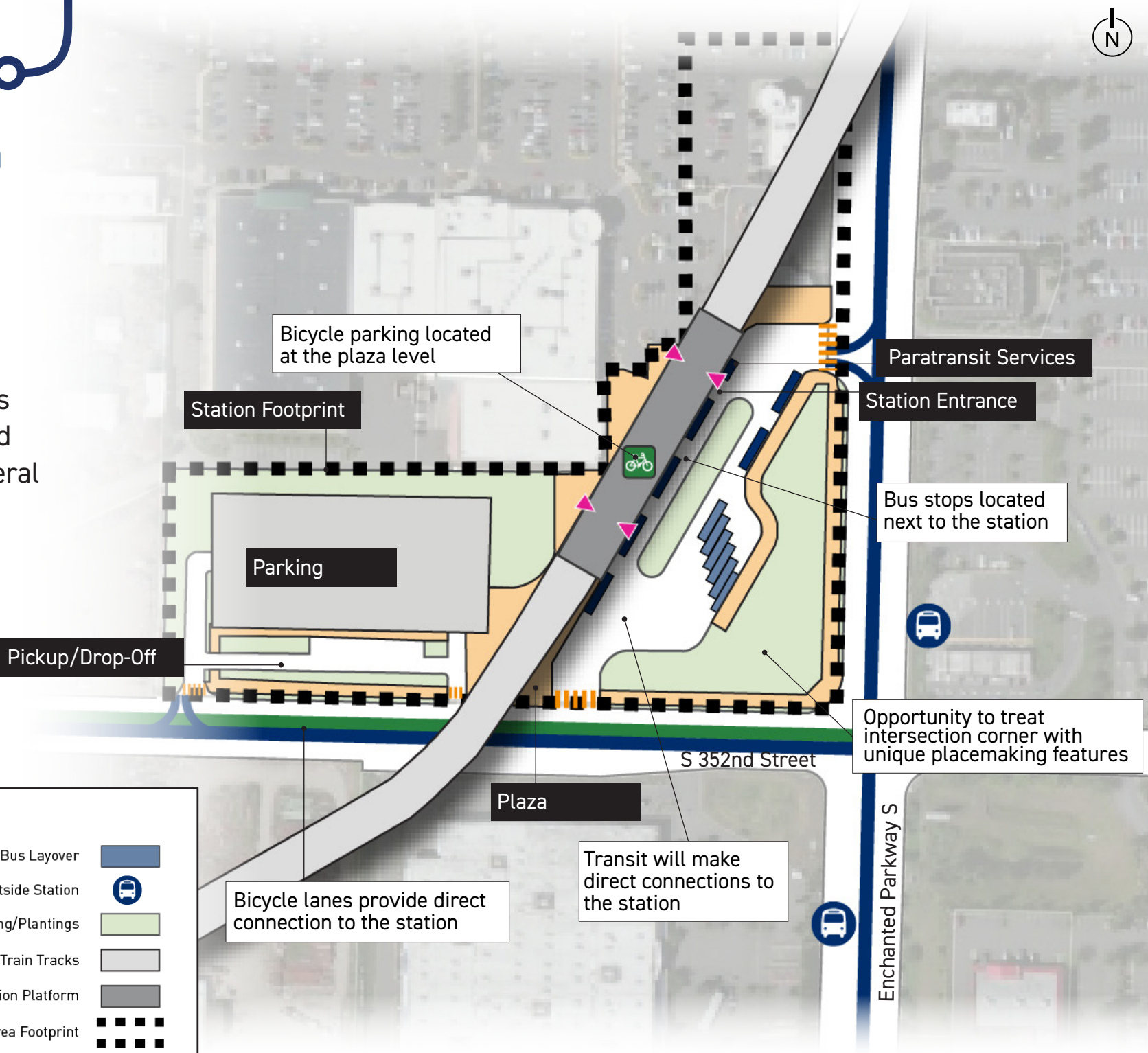
Bus Stop outside Station

Landscaping/Plantings

Elevated Train Tracks

Station Platform

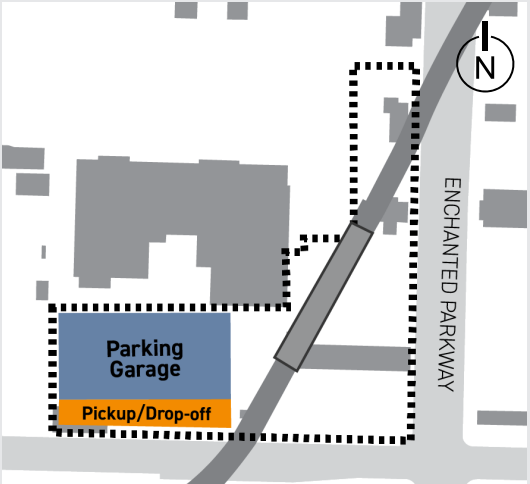
Station Area Footprint



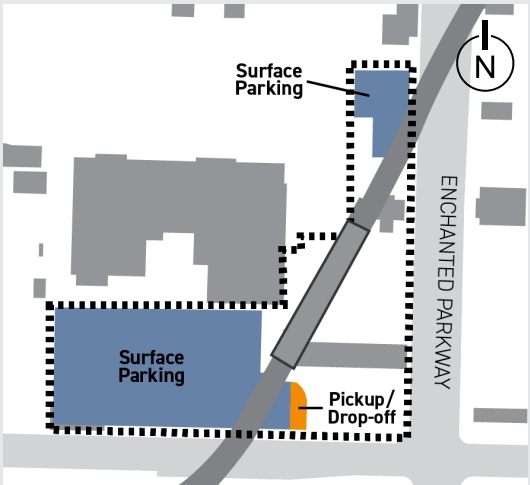
### Parking Options

The South Federal Way station is planned to include a parking facility, though it is not currently planned to open with the start of transit service (see page 6 for more information). Parking facilities associated with South Federal Way would be delayed by as much as 3 years after the transit project opens.

We have prepared conceptual layouts for both surface parking and garage options for the SF 99-Enchanted Station.



Garage Parking Option

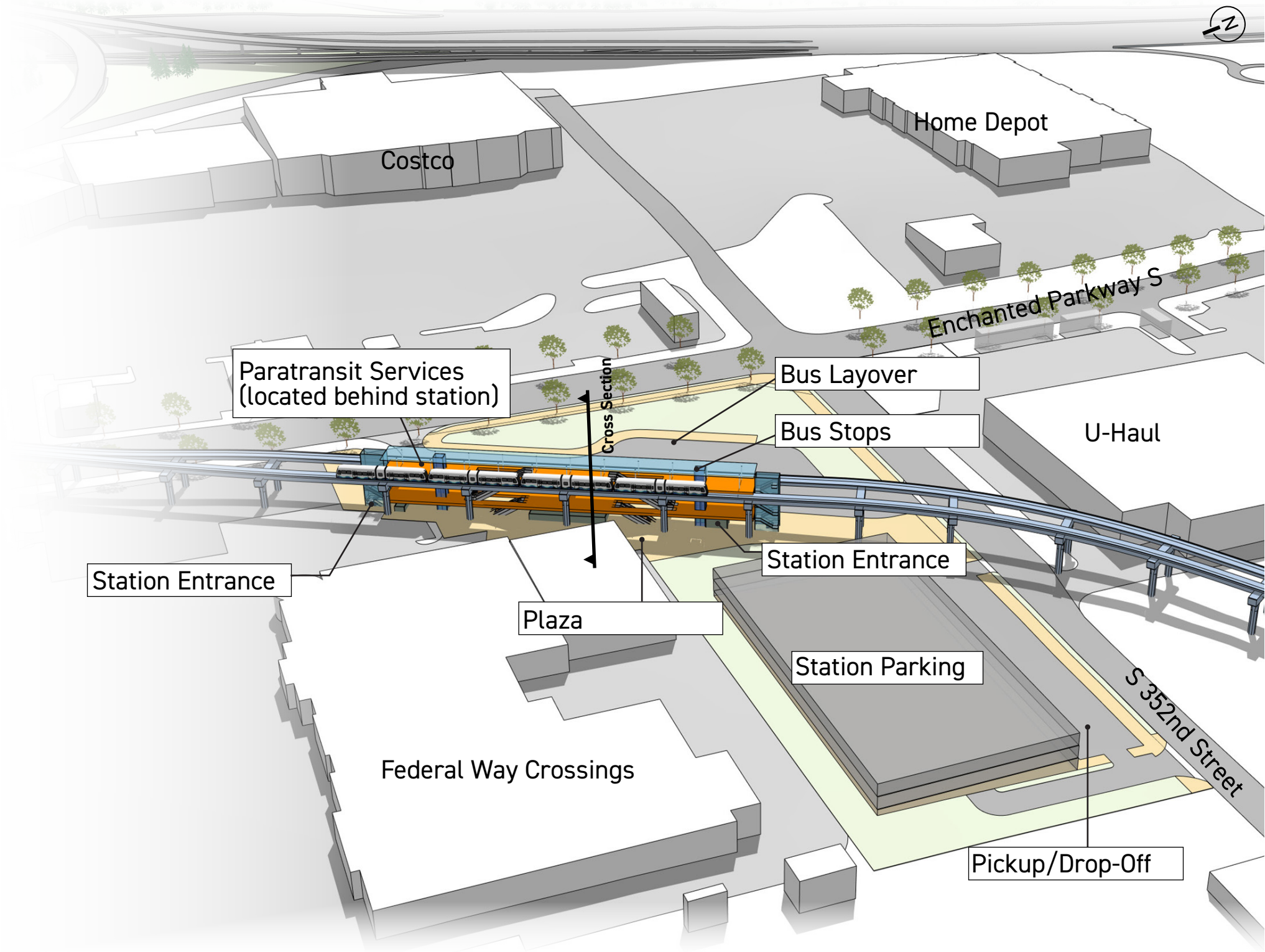


Surface Parking Option

# South Federal Way Stations

## SF 99-Enchanted Station A Look at the Station

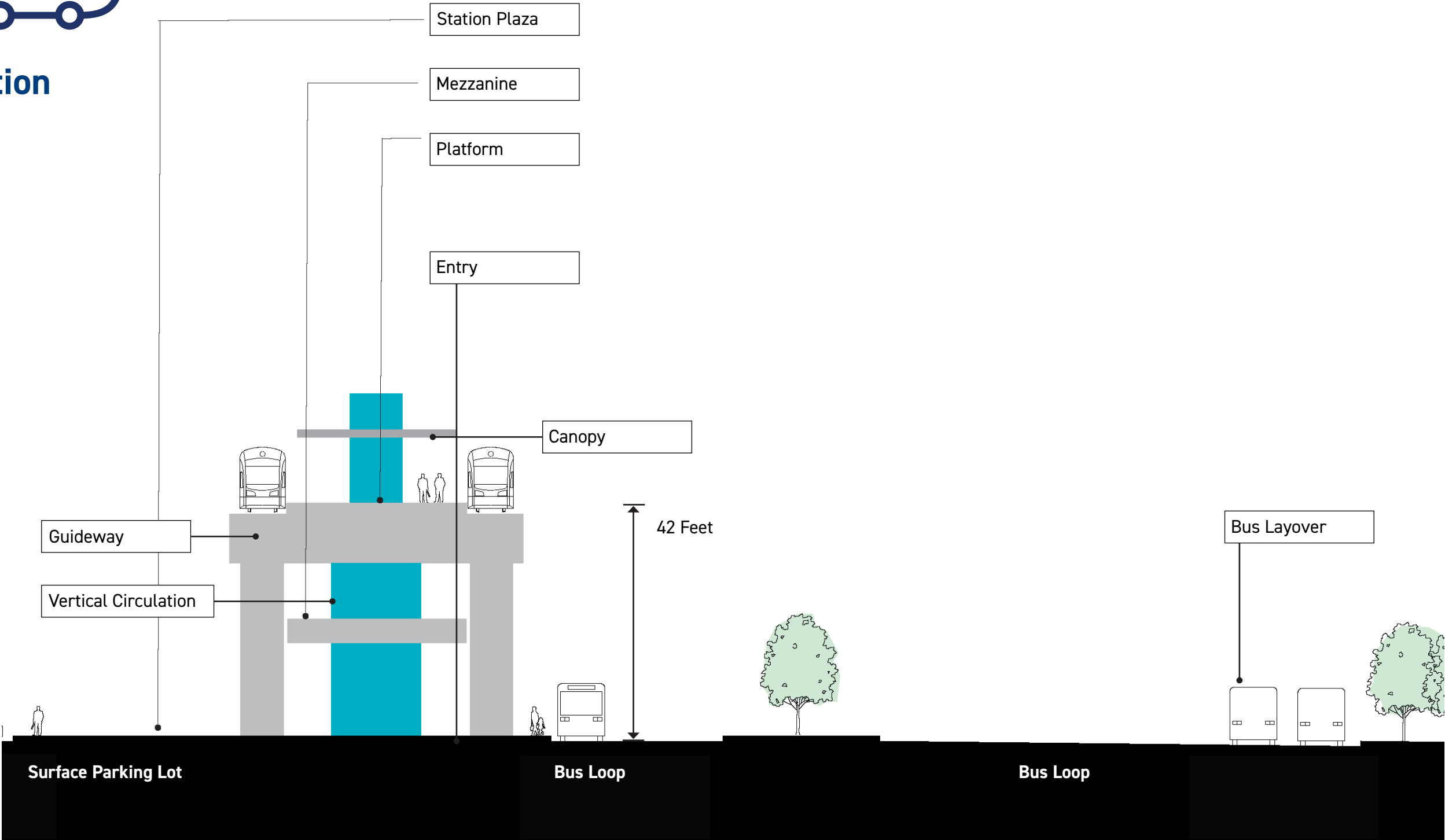
Note: Parking could be in a surface or structured configuration.



Aerial View of the Station

# South Federal Way Stations

## SF 99-Enchanted Station A Look at the Station



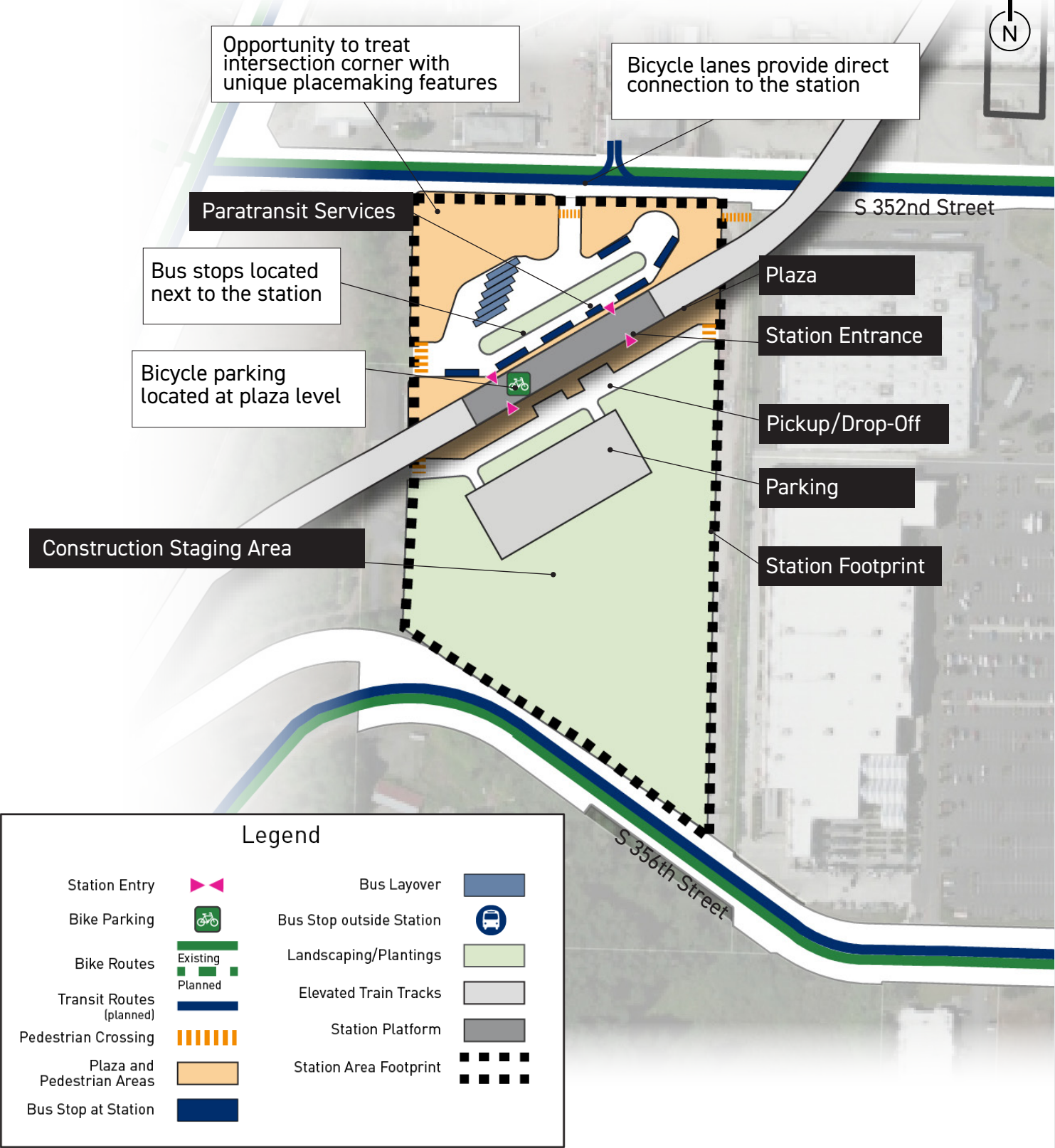
Station Cross Section - Looking North



# South Federal Way Stations

## SF 99-352nd Station Station Context Plan

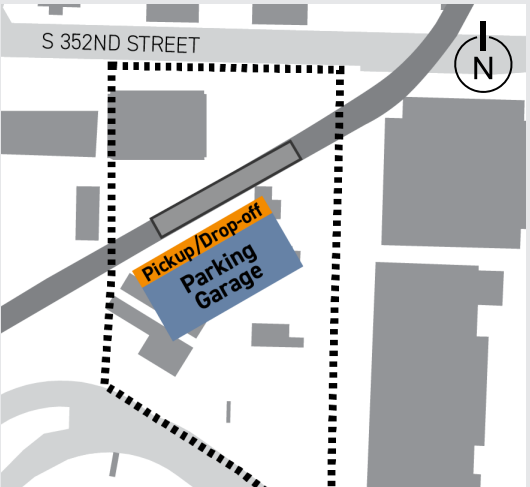
The SF 99-352nd Station would be located between SR 99 and Enchanted Parkway S. The northern and southern edges of the station would be bounded by S 352nd Street and S 356th Street. Surrounding land use is industrial and commercial, such as a tire shop and self storage facilities. Open space makes up the other nearby land uses.



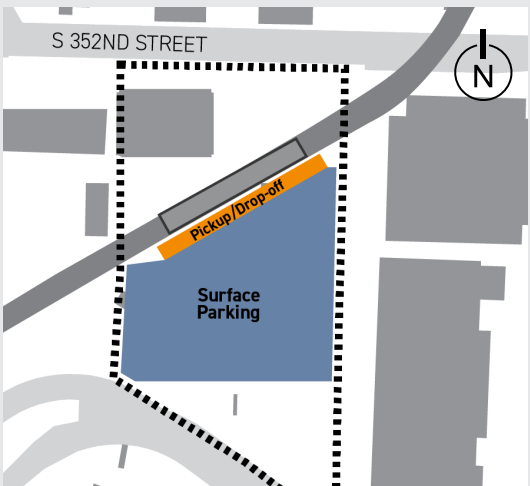
## Parking Options

The South Federal Way station is planned to include a parking facility, though it is not currently planned to open with the start of transit service (see page 6 for more information). Parking facilities associated with South Federal Way would be delayed by as much as 3 years after the transit project opens.

We have prepared conceptual layouts for both surface parking and garage options for the SF 99-352nd Station.



Garage Parking Option



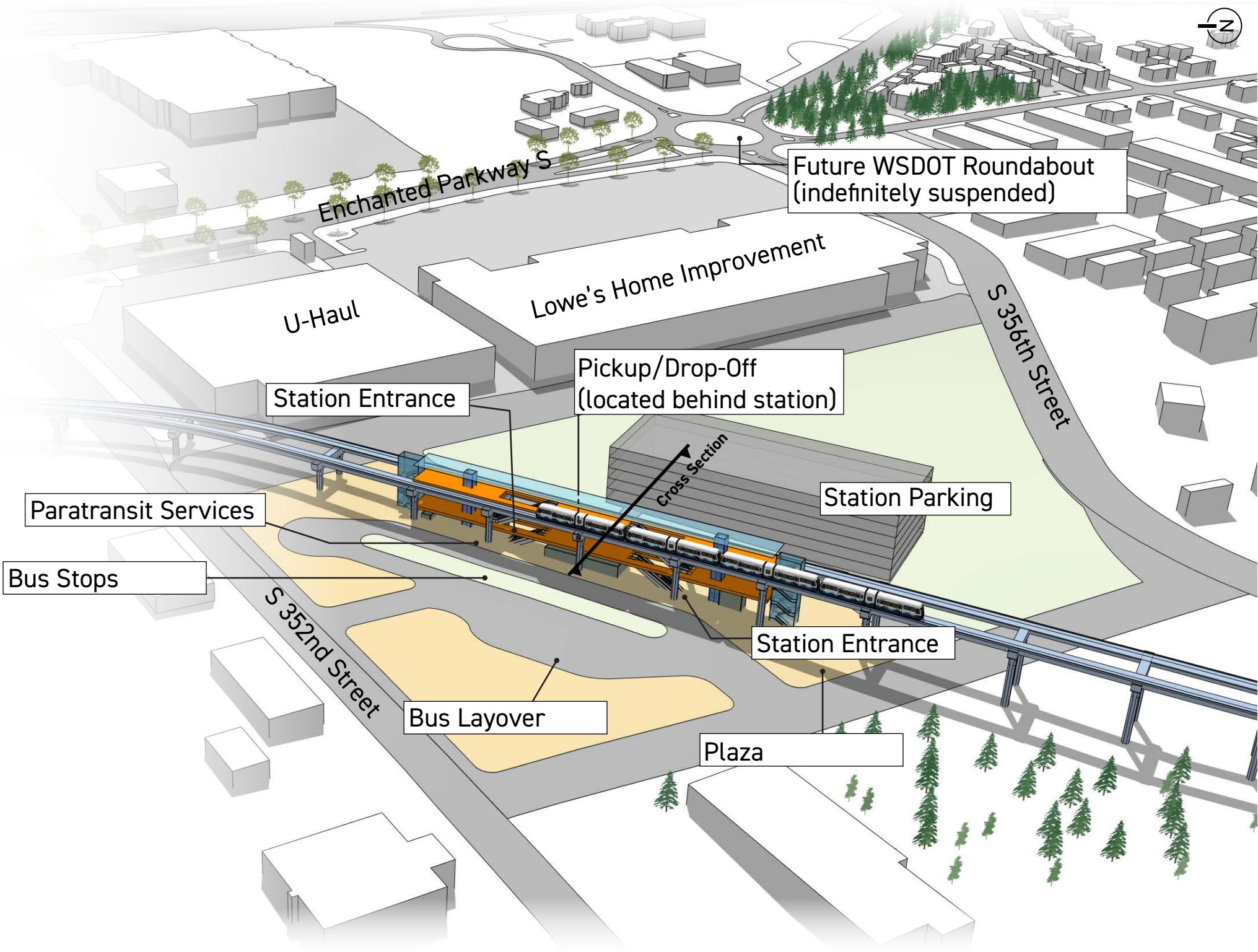
Surface Parking Option



# South Federal Way Stations

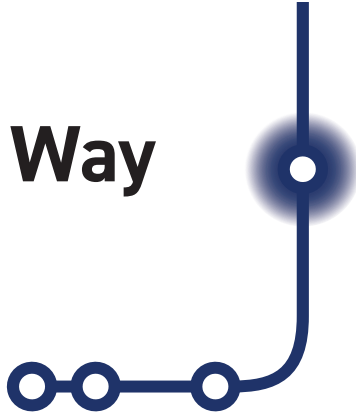
## SF 99-352nd Station A Look at the Station

Note: Parking could be in a surface or structured configuration.

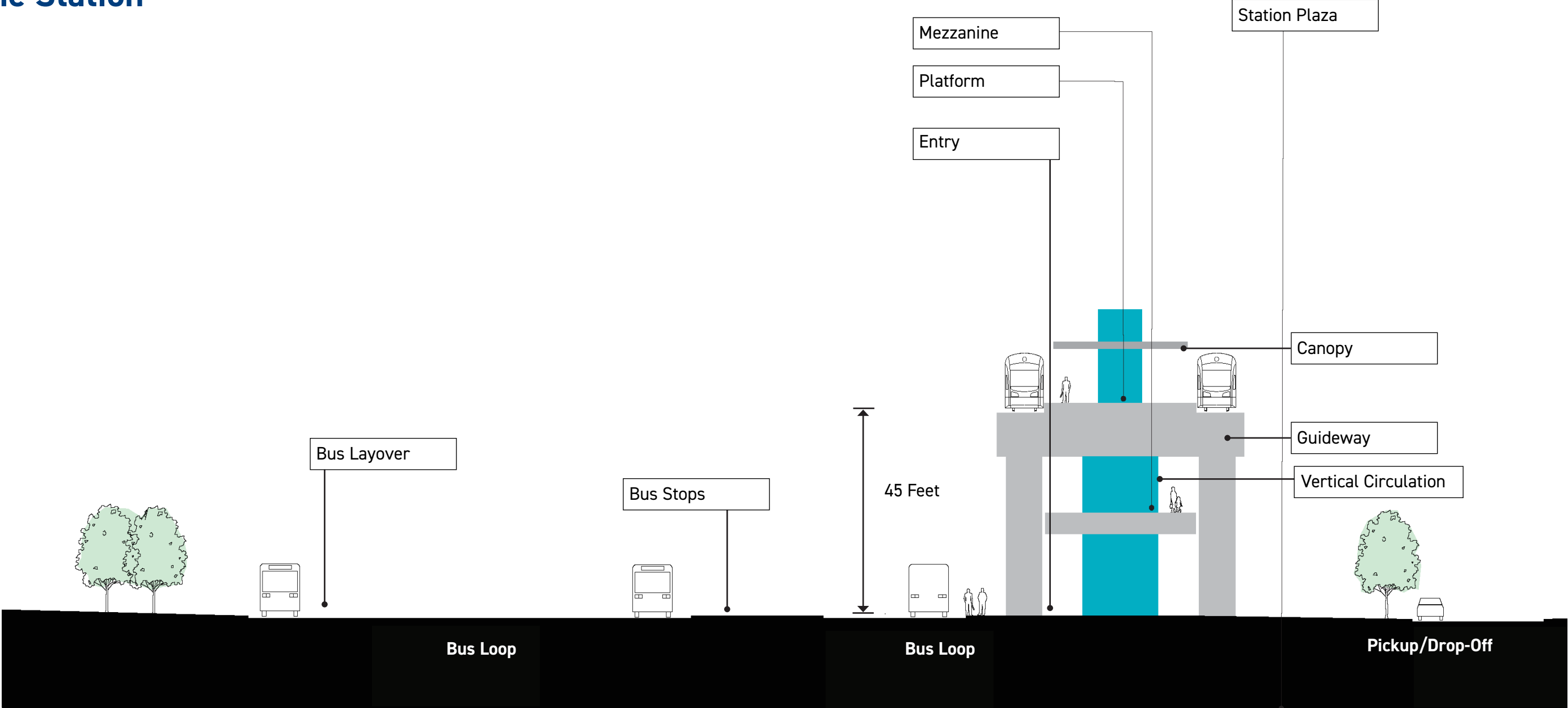


Aerial View of the Station

# South Federal Way Stations



## SF 99-352nd Station A Look at the Station

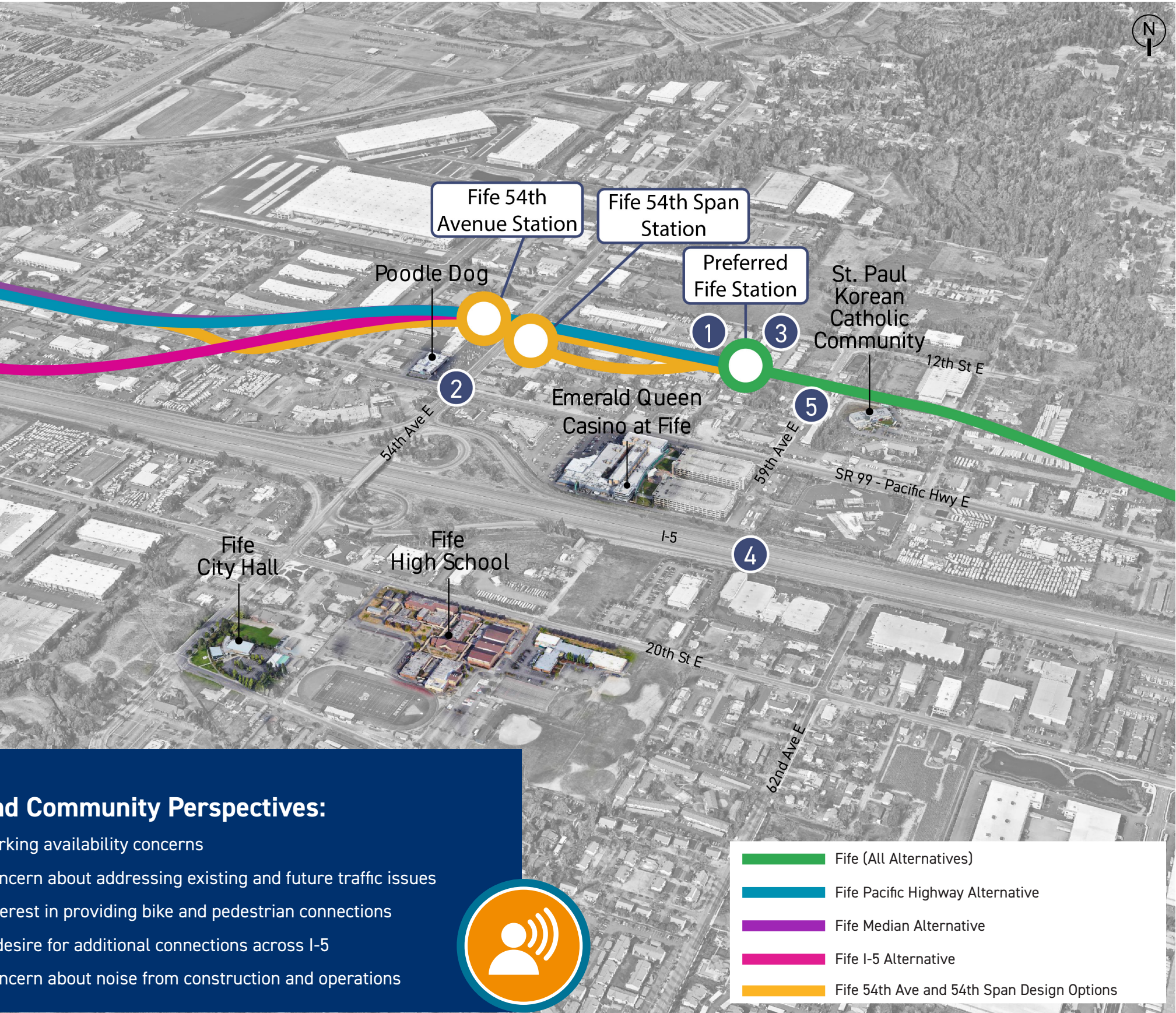


Station Cross Section - Looking North



# Fife Station Area Context

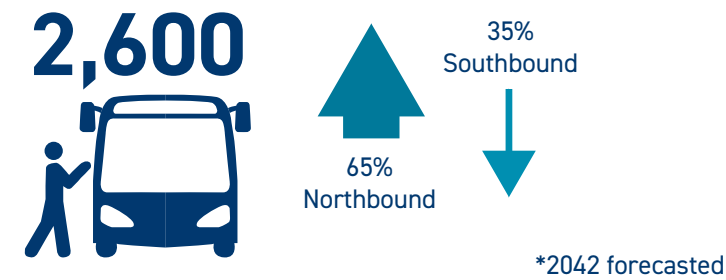
The Fife station area is located northeast and northwest of the intersection of Pacific Highway E and 54th Avenue E. There are three potential station locations being studied, between 12th Street E to the north, 59th Avenue E to the east, Pacific Highway E to the south, and 51st Avenue E to the west. The combined station area is currently home to some 6,700 residents, both north and south of I-5. Nearby are retail amenities along Pacific Highway E as well as transportation and warehouse/distribution facilities to the northwest and southeast. Fife High School and Fife City Hall are located south of I-5. In the future, the City has a vision to build a new walkable, mixed-use district near the station as part of their City Center planning efforts. The station locations are in the traditional homelands of the Puyallup Tribe of Indians and are located inside their reservation boundary.



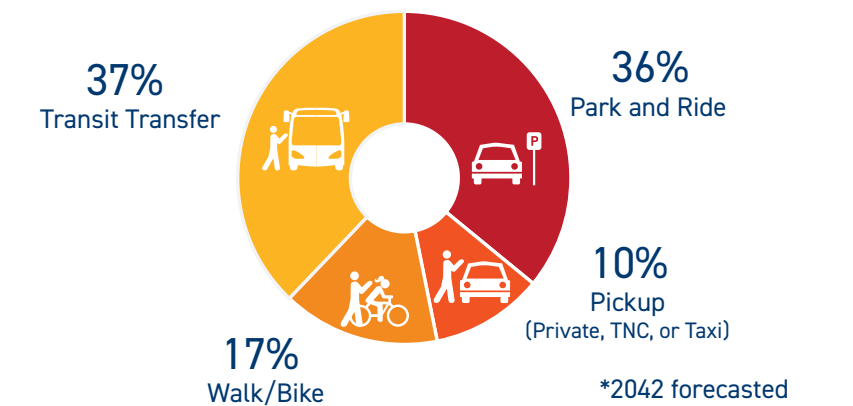


# Fife Station Area Context

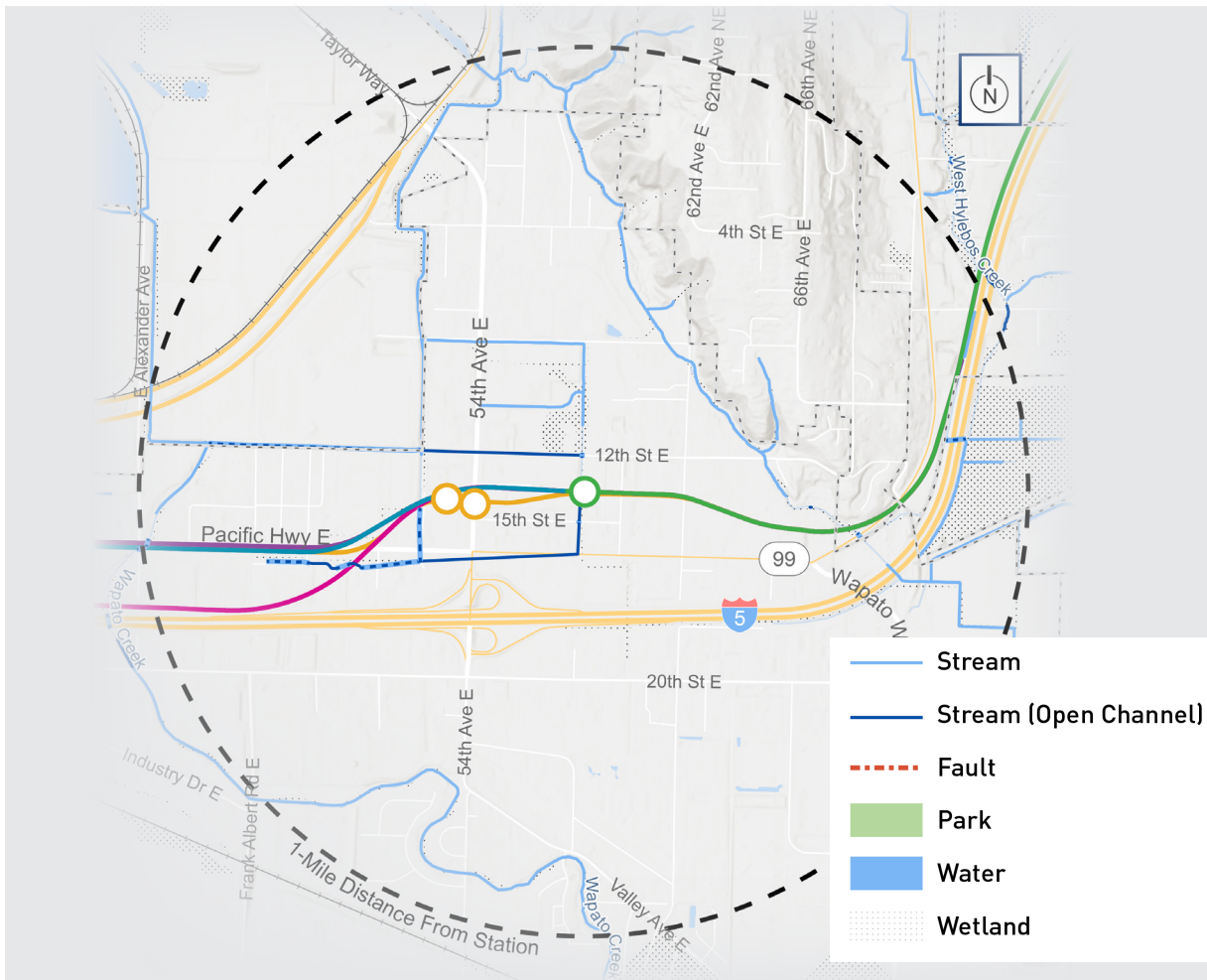
## FORECASTED DAILY STATION BOARDINGS



## FORECASTED MODE OF ACCESS



## FORECASTED LIVING AND WORKING within 1 mile of station



### Natural Context:

The Fife station area is located within the Hylebos Creek Drainage Basin. The preferred Fife Station is located within the 100-year FEMA floodplain boundary, and the station options are located just outside of the mapped floodplain boundary. The broader study area is impacted by high water tables and poor drainage patterns and soils. The area surrounding all of the station locations is prone to flooding. Within the station area, Hylebos Creek is located to the northeast, the Fife Ditch Tributary 1 travels parallel to 59th Avenue E just west of the road, and the Fife Ditch travels parallel to 52nd Avenue E. Development in the station area will need to take these considerations into account. There is high susceptibility to seismic hazards in the station area, with high potential for liquefaction.

### Historic Context:

The Fife Station is located in the traditional territory of the Puyallup Tribe of Indians and is within the Puyallup Tribe of Indians Reservation established by the Medicine Creek Treaty in 1854. European and Asian immigrants settled in the Fife area throughout the last decades of the 19th century as Tribal reservation land was stolen, purchased, or leased by non-Indigenous peoples as part of the Allotment Act of 1887. During this period, the area was predominantly agricultural and became known as Gardenville. The development of US 99 and I-5 between Tacoma and Seattle led to increased urban development in the vicinity of Tacoma in the mid-20th century. The City of Fife was incorporated in 1957.



Century Ballroom  
Source: Poodle Dog Restaurant



Poodle Dog Restaurant  
Source: Poodle Dog Restaurant

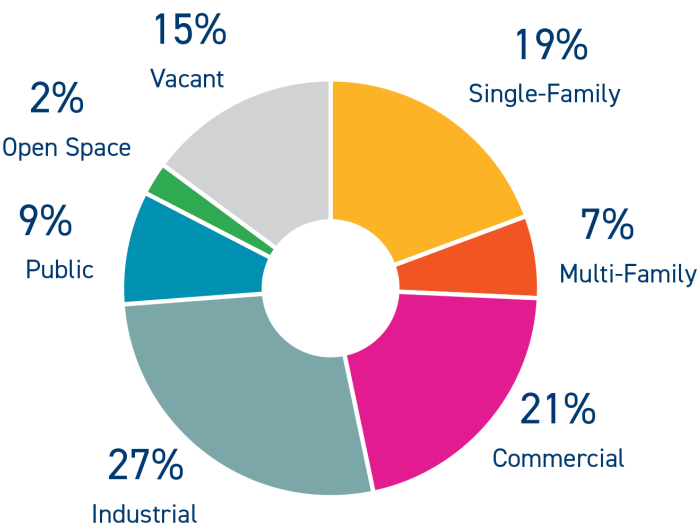
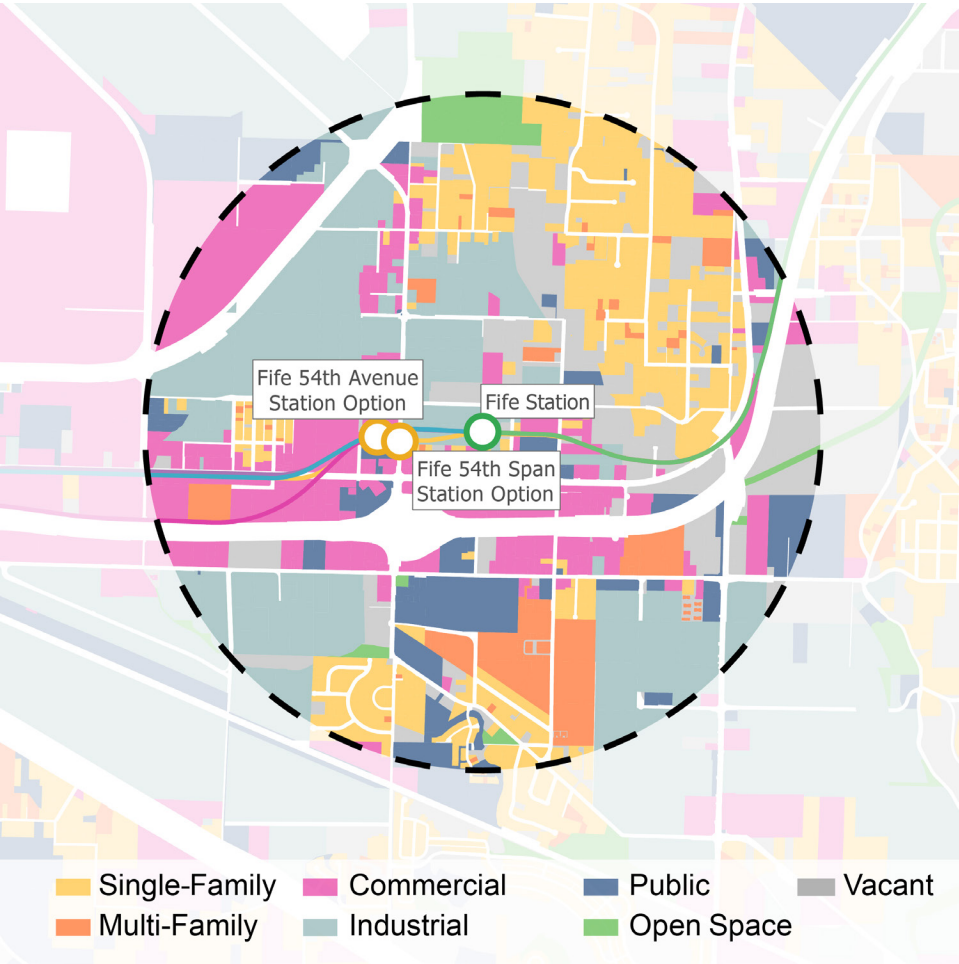
# Fife Station Area Context

## Land Use

### Land Use and Zoning Context

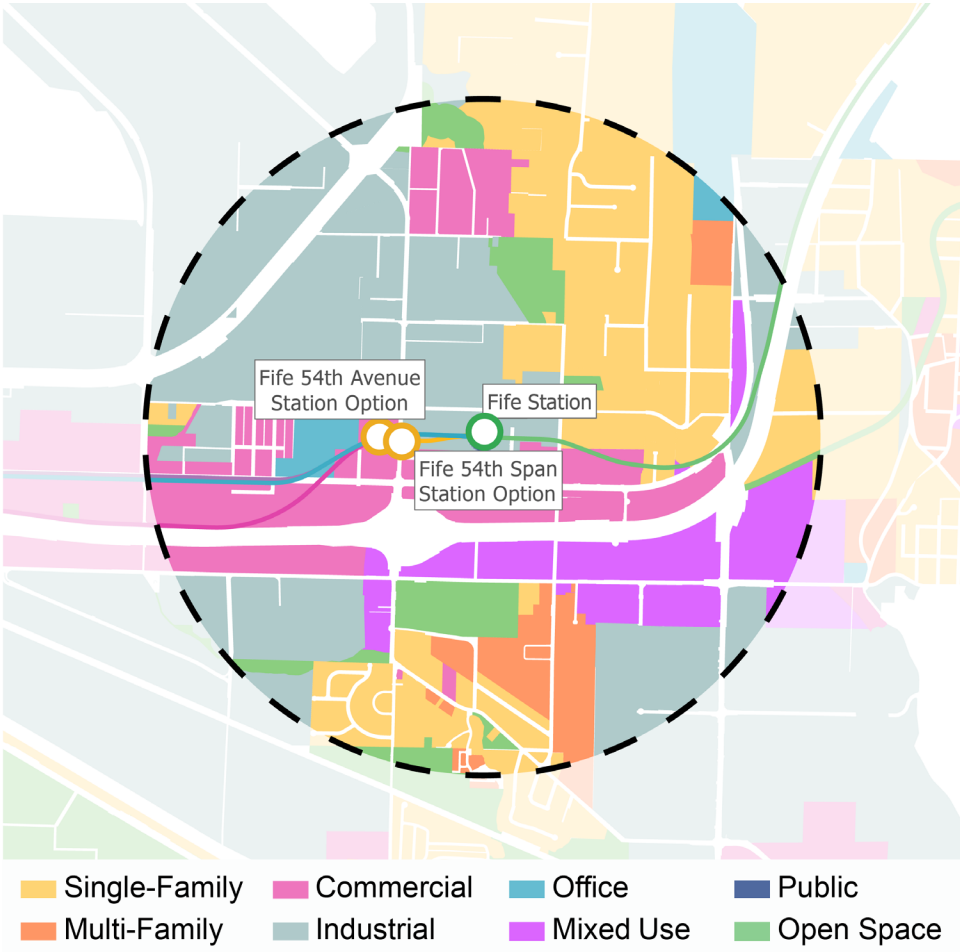
The Fife Station locations are located in an area with an eclectic mix of uses, including residential, industrial, freight (or trucking) logistics warehousing and distribution, and auto-oriented retail. In the immediate context of the station, surrounding uses include lodging, transportation, vehicle repair, retail, a house of worship, and single-family homes. The Emerald Queen Casino at Fife is located across Pacific Highway E. Current zoning near the station is industrial and commercial in nature. Higher-density multi-family zoning is not located within a convenient walking distance. However, as the city's work planning for a mixed-use, walkable district here advances, the zoning designations may evolve to include mixed-use residential.

Existing Land Uses within 1 Mile



Derived from Pierce County Land Use data, 2019

Zoning within 1 Mile



### Zoning Characteristics

Zone	Allowed Uses		
Community Commercial	Community-oriented retail	Single-family, duplex, and multifamily	Public facilities and amenities
	Retail and entertainment	Mixed-use with residential	
	Office	Parks and recreation	
Regional Commercial	Retail/shopping centers	Mixed-use with residential	Parks and recreation
	Restaurants and bars	Single-family, duplex, and multifamily	Public facilities and amenities
	Office and hotel		
Industrial	Manufacturing and production	Warehouse distribution	Office, research and development
	Assembly of products and equipment	Shipping facilities	Retail/wholesale sales



# Fife Station Area Context

## Walking, Biking, and Transit Options

### Preferred Fife Station

#### Existing Transit Service



bus stops within 1/2 mile

Service to:  
Puyallup  
Milton  
Tacoma  
Federal Way  
Edgewood

#### Pedestrian Infrastructure



Roads with Sidewalks  
(within 1/2 mile of station)



existing sidewalk

143

sidewalk gaps

#### Bicycle Infrastructure



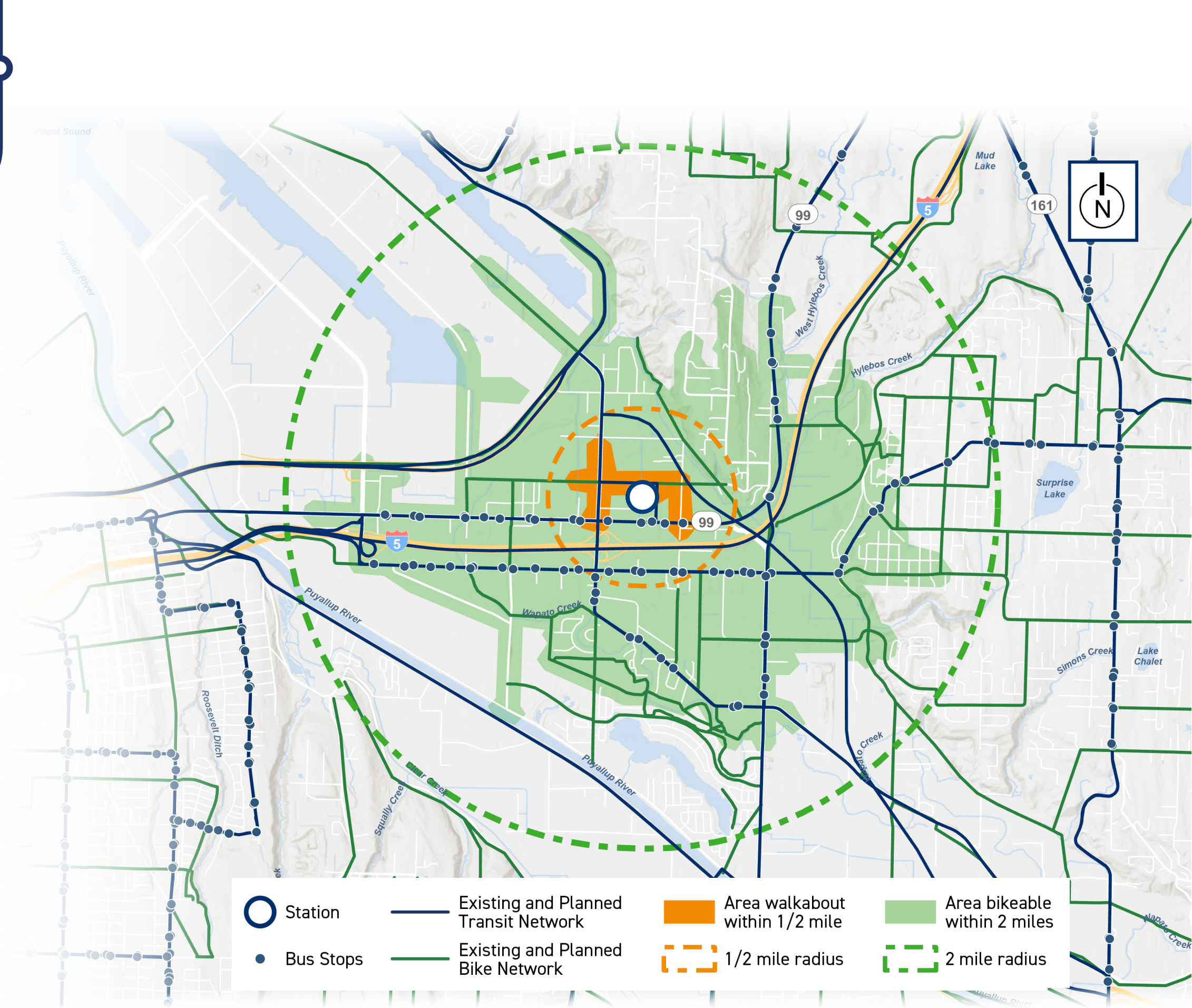
Roads with Bicycle  
Facilities  
(within 2 miles of station)



existing facilities

30

miles planned



"Existing" information is current as of February 2022



# Fife Station Area Context

## Walking, Biking, and Transit Options

### Fife 54th Avenue Station Option

#### Existing Transit Service



bus stops within 1/2 mile

Service to:  
Puyallup  
Milton  
Tacoma  
Federal Way  
Edgewood

#### Pedestrian Infrastructure



Roads with Sidewalks  
(within 1/2 mile of station)



existing sidewalk

143

sidewalk gaps

#### Bicycle Infrastructure



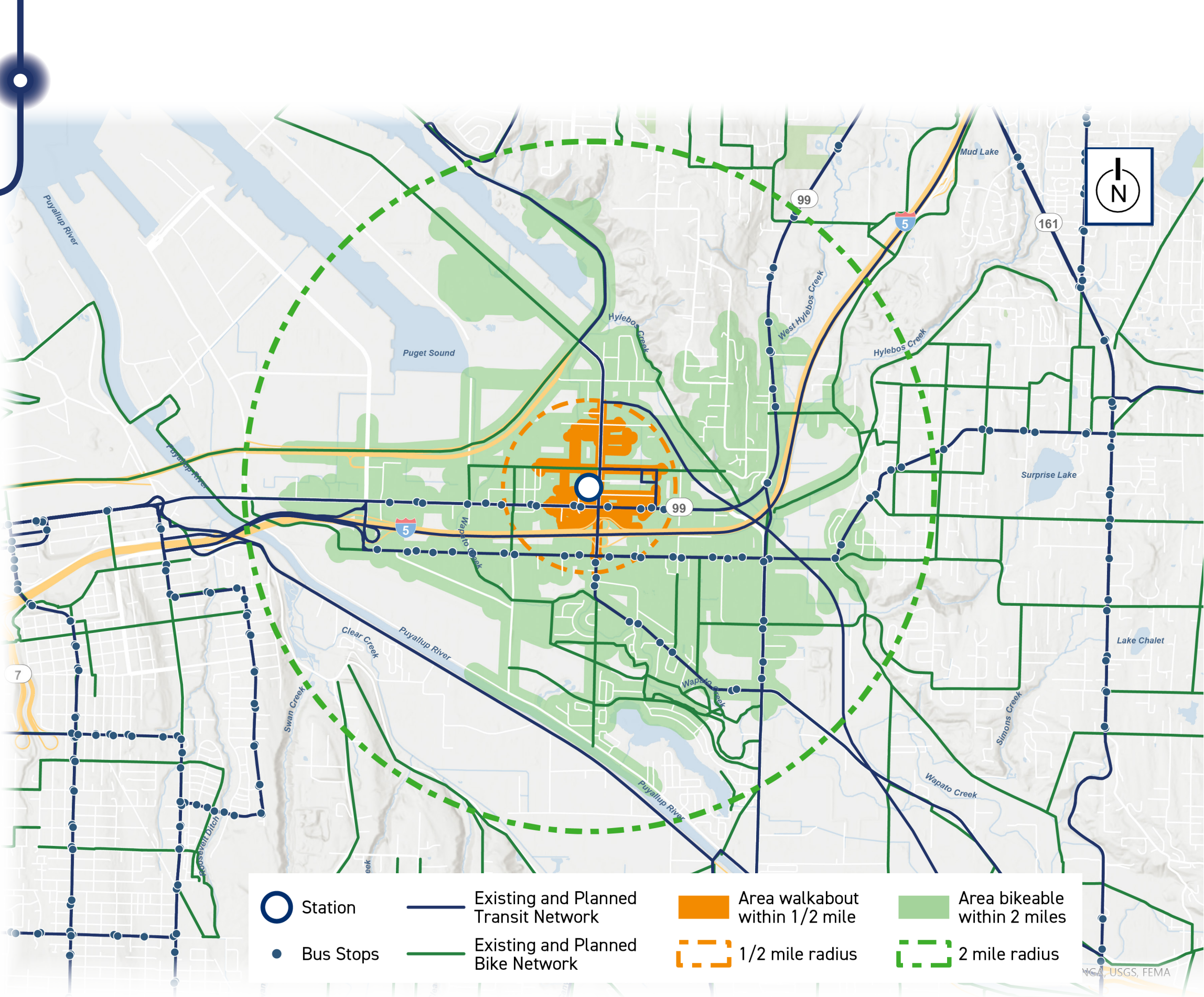
Roads with Bicycle  
Facilities  
(within 2 miles of station)



existing facilities

30

miles planned



"Existing" information is current as of February 2022.



# Fife Station Area Context

## Walking, Biking, and Transit Options

### Fife 54th Span Station Option

#### Existing Transit Service



bus stops within 1/2 mile

Service to:  
Puyallup  
Milton  
Tacoma  
Federal Way  
Edgewood

#### Pedestrian Infrastructure



Roads with Sidewalks  
(within 1/2 mile of station)



existing sidewalk

143

sidewalk gaps

#### Bicycle Infrastructure



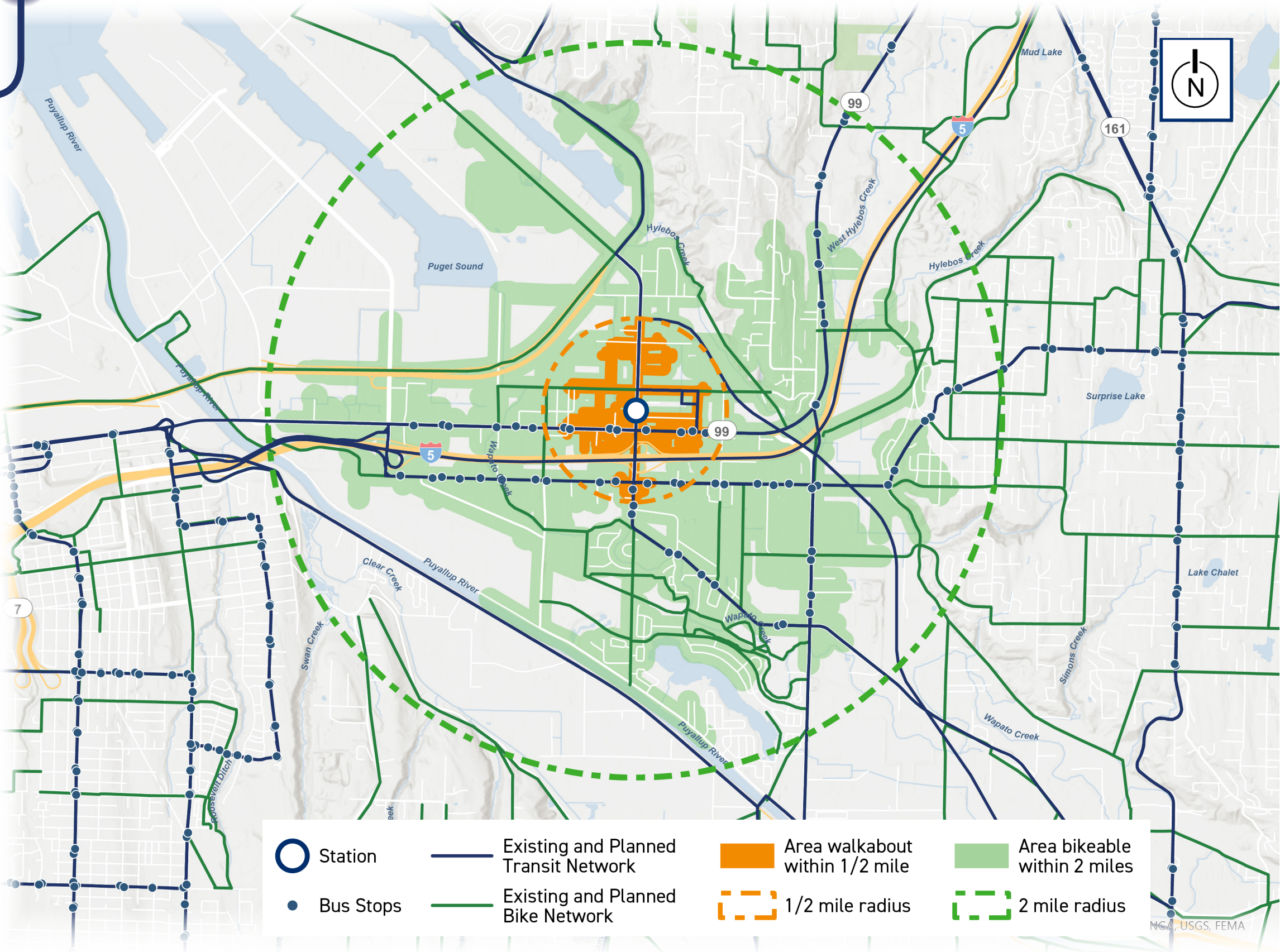
Roads with Bicycle  
Facilities  
(within 2 miles of station)



existing facilities

30

miles planned



"Existing" information is current as of February 2022.

# Fife Station Area Context



## Nonmotorized Station Access Projects

This initial list of potential Station Access Allowance nonmotorized access projects in the Fife station area was developed by examining existing nonmotorized infrastructure near the stations and reviewing of local plans for improving and expanding these facilities. We also gathered local perspectives on these projects during our community engagement efforts.

This list is preliminary; Sound Transit will continue to coordinate with the public, jurisdictions, transit agency partners, and the Puyallup Tribe to add, remove, modify or refine projects as the TDLE project progresses. We will work with partner jurisdictions and agencies to evaluate and prioritize the projects.

With a limited amount of Station Access Allowance funds available for TDLE, the goal is to leverage Sound Transit contributions with additional funds from local, regional, state, federal, and other sources. These additional funds are anticipated to be secured by cities and other stakeholders along the light rail extension corridor, and Sound Transit will assist in this effort through coordination and partnership with them.

## Intersection Projects

These projects include improvements such as modifications to or installation of curb ramps in order to meet ADA standards, sidewalks, median waiting islands, and crosswalks and bicycle safety improvements such as striping and signage.

- Fife 4 54th Avenue E and Pacific Highway E Intersection Improvements

## Crossing Projects

These projects include improvements to facilitate crossings that pose a barrier, such as major roadways and highways or areas with terrain challenges.

- Fife 1 I-5 Nonmotorized Bridge at 62nd Avenue E
- Fife 5 Pacific Highway E Crossings at Future Through-Streets

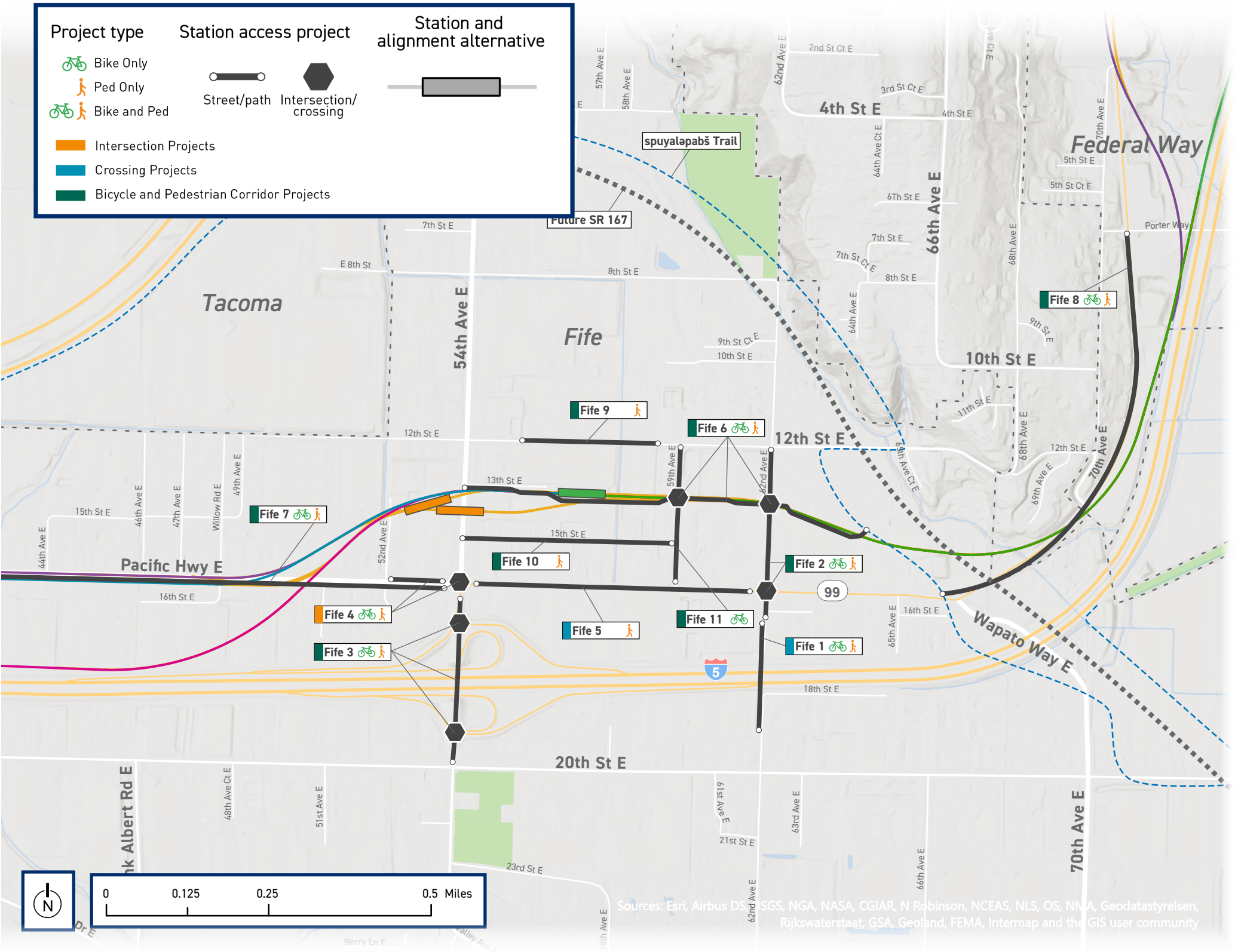


# Fife Station Area Context

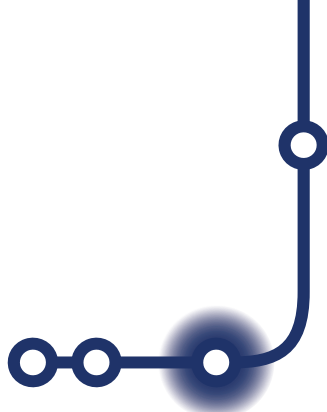
## Bicycle and Pedestrian Corridor Projects

These projects include the construction of bicycle facilities, such as bicycle lanes, and/or sidewalks.

- Fife 2** 62nd Avenue E Nonmotorized Connection between I-5 and SR 167 Trail
- Fife 3** 54th Avenue E and I-5 Interchange Sidewalks and Crossing Improvements
- Fife 6** SR 167 Trail Connection along Light Rail Route
- Fife 7** Pacific Highway E Pedestrian and Bicycle Improvements to Connect to Tacoma
- Fife 8** Pacific Highway S and Porter Way Sidewalk Improvements
- Fife 9** 12th Street E Sidewalks
- Fife 10** 15th Street E Sidewalks
- Fife 11** 59th Avenue E Bike Lanes



# Fife Stations



There are three station locations in Fife. The station and the light rail guideway would be elevated through the entire Fife station area.



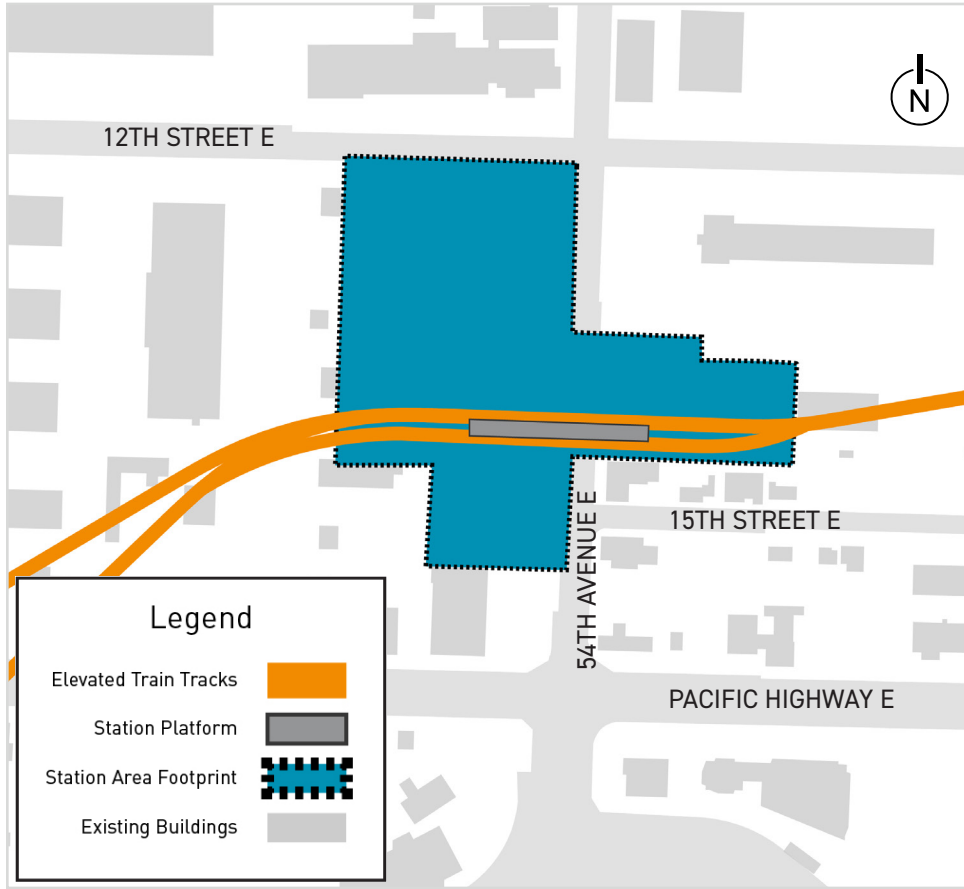
Preferred Fife Station

The Preferred Fife Station would be located between 15th Street E and 12th Street E to the west of 59th Avenue E. This would be an elevated station with a center platform.



Fife 54th Avenue Station Option

The Fife 54th Station Option would be located on the west side of 54th Avenue E, south of 12th Street E. This would be an elevated station with a center platform.



Fife 54th Span Station Option

The Fife 54th Span Station Option would span across 54th Avenue E between 12th Street E and 15th Street E and would have entrances on both sides of 54th Avenue E. This would be an elevated station with a center platform.

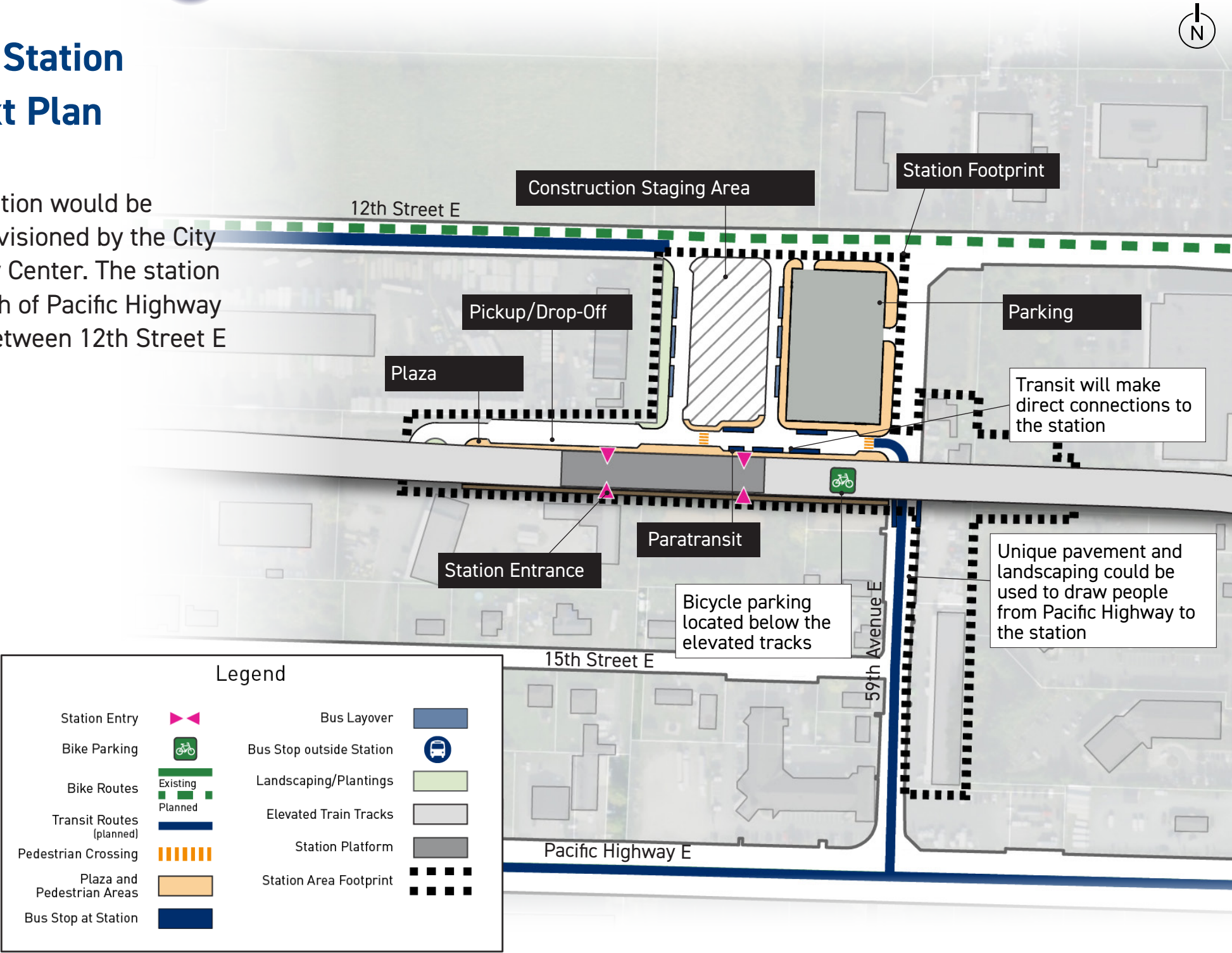
*Note that the station area footprint includes all potential construction staging areas as well as space needed to accommodate parking.*



# Fife Stations

## Preferred Fife Station Station Context Plan

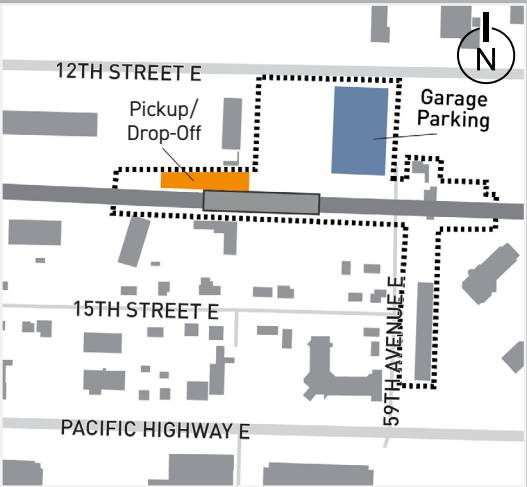
The preferred Fife Station would be located in the area envisioned by the City of Fife as the new City Center. The station would be located north of Pacific Highway E on 59th Avenue E between 12th Street E and 15th Street E.



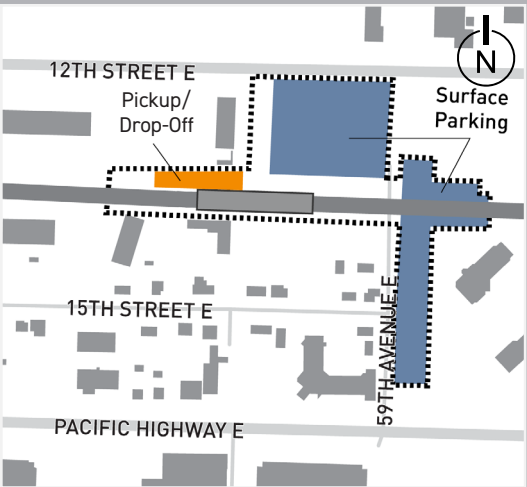
### Parking Options

The Fife Station is planned to include a parking facility, though it is not currently planned to open with the start of transit service (see page 6 for more information).

We have prepared conceptual layouts for both surface parking and garage options for the Fife Station.



Garage Parking Option

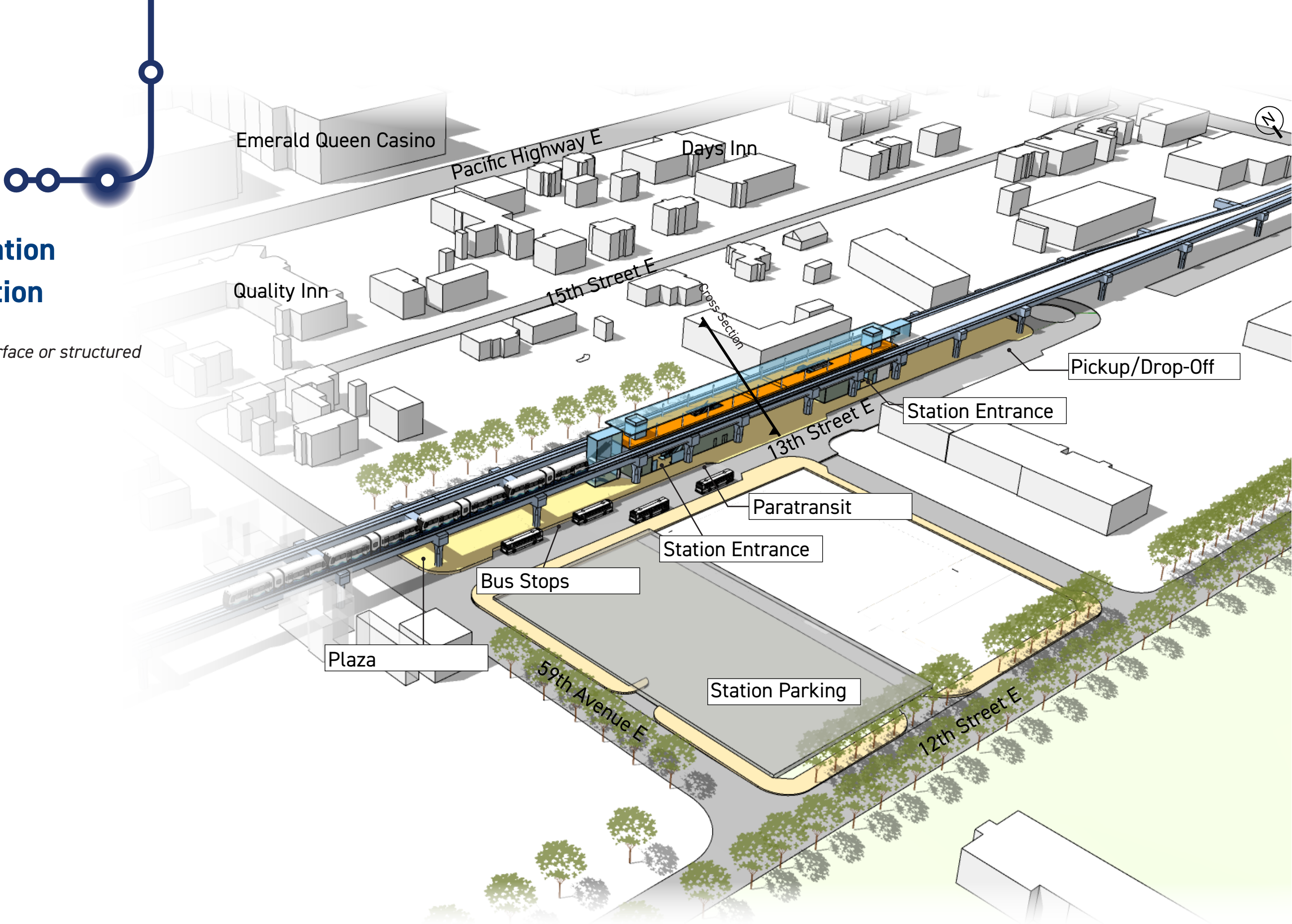


Surface Parking Option

# Fife Stations

## Preferred Fife Station A Look at the Station

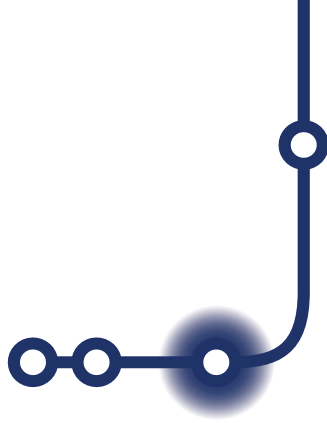
*Note: Parking could be in a surface or structured configuration.*



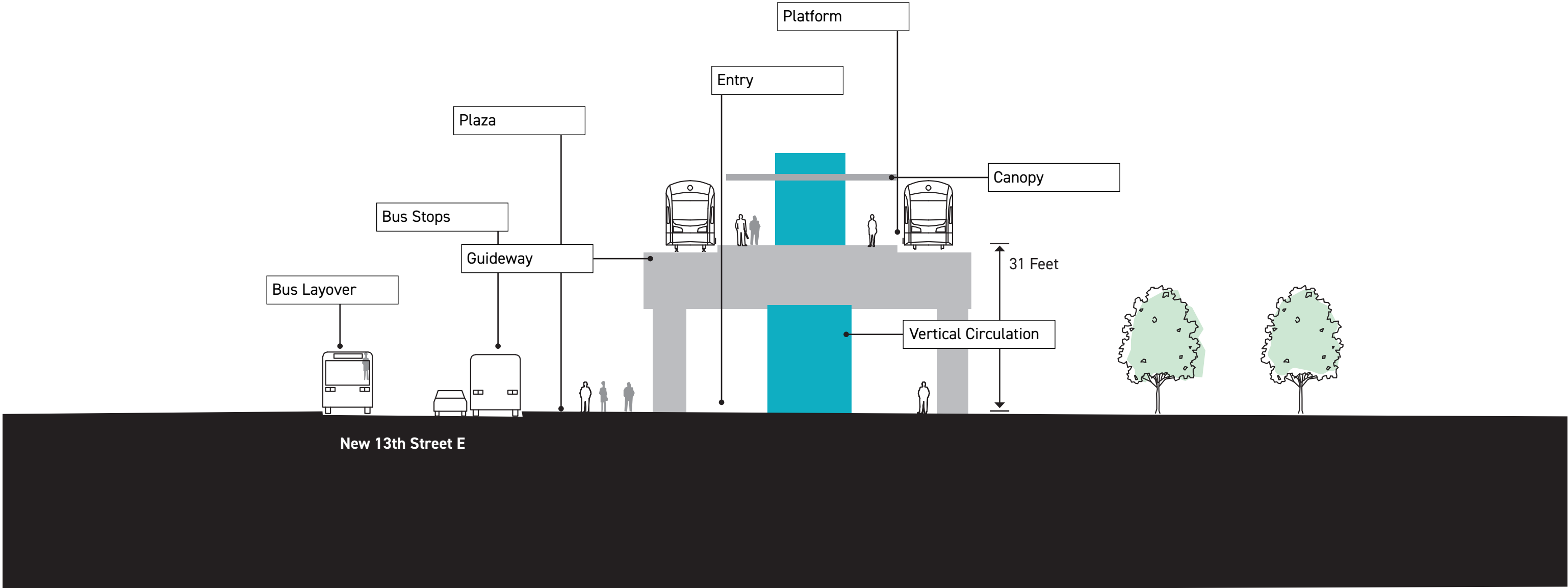
Aerial View of the Station



# Fife Stations



## Preferred Fife Station A Look at the Station



Station Cross Section - Looking East

# Fife Stations

## Fife 54th Avenue Station Option Station Context Plan

The Fife 54th Avenue Station Option would be located on the west side of 54th Avenue E, south of 12th Street E. A post office, auto repair, barber, and restaurant, the Poodle Dog, are located just south of this station location.

Legend

Station Entry

Bike Parking

Bike Routes

Existing

Planned

Transit Routes (planned)

Pedestrian Crossing

Plaza and Pedestrian Areas

Bus Stop at Station

Bus Layover

Bus Stop outside Station

Landscaping/Plantings

Elevated Train Tracks

Station Platform

Station Area Footprint

### Parking Options

The Fife Station is planned to include a parking facility, though it is not currently planned to open with the start of transit service (see page 6 for more information).

We have prepared conceptual layouts for both surface parking and garage options for the Fife 54th Avenue Station Option.

Garage Parking Option

Surface Parking Option

Tacoma Dome Link Extension—Station Area Planning Report

45

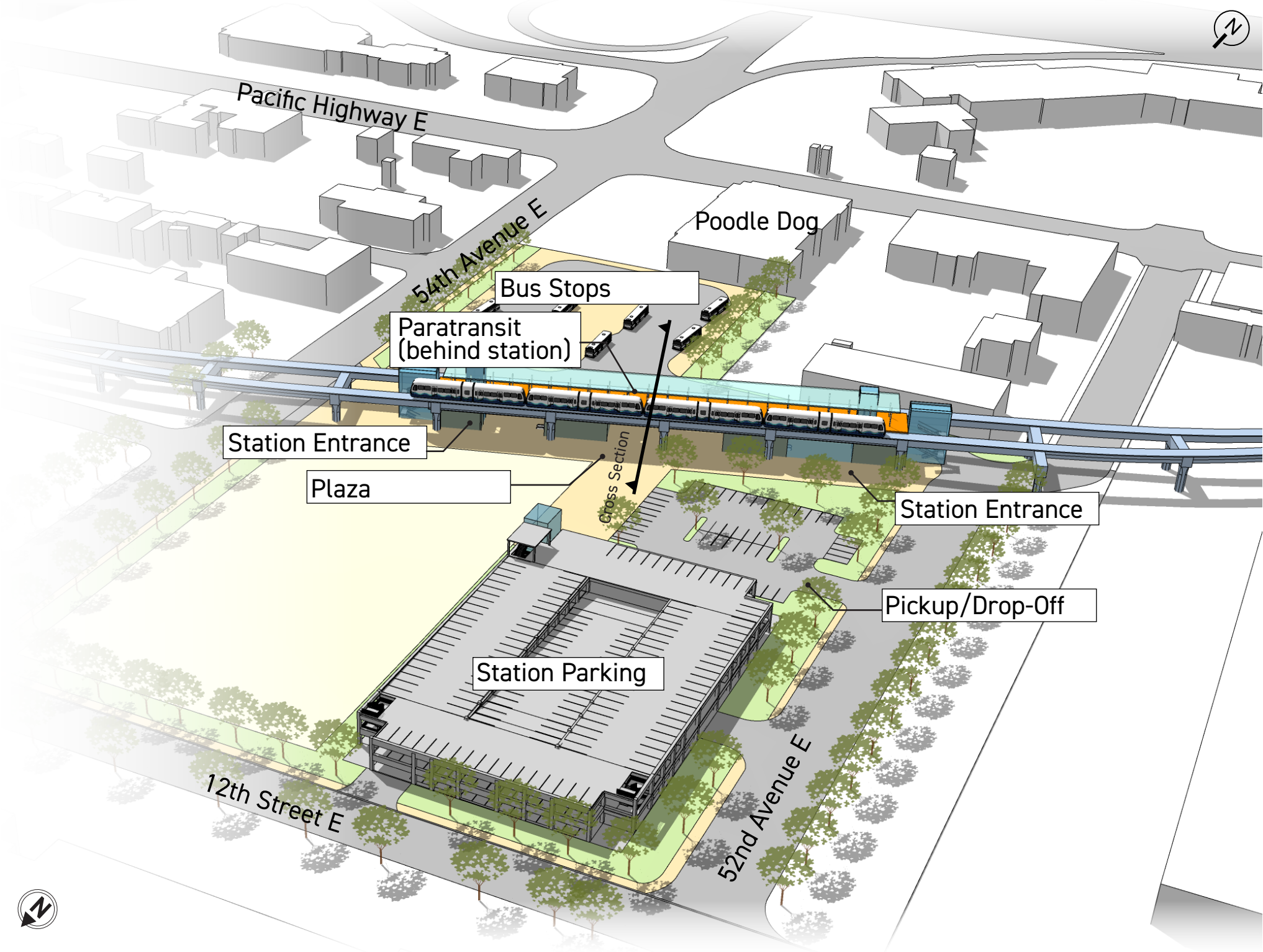
December 2024



# Fife Stations

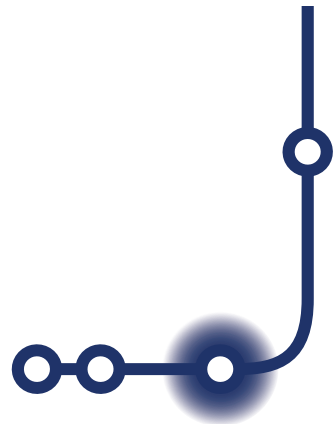
## Fife 54th Avenue Station Option A Look at the Station

Note: Parking could be in a surface or structured configuration.

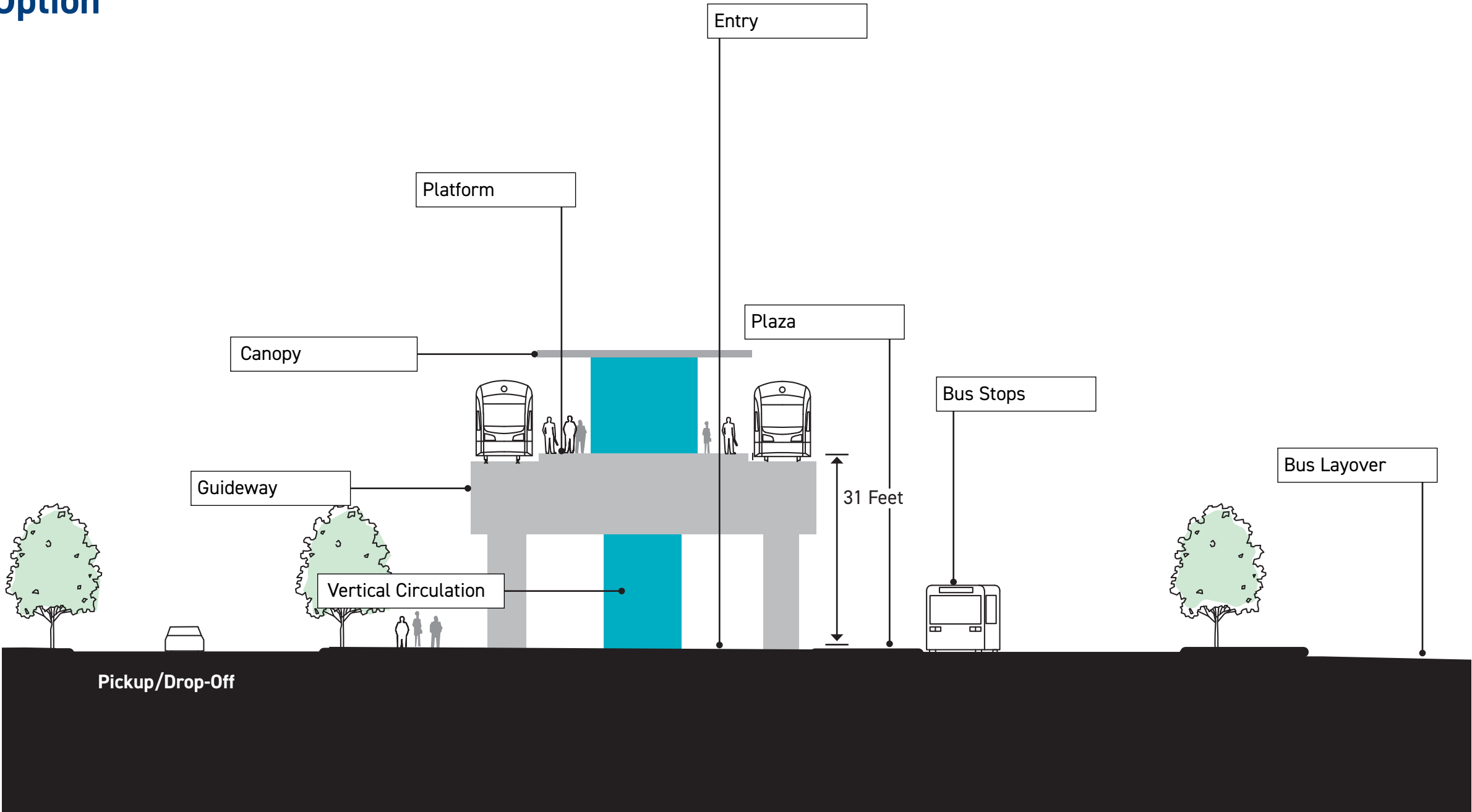


Aerial View of the Station

# Fife Stations



## Fife 54th Avenue Station Option A Look at the Station



Station Cross Section - Looking East



# Fife Stations

## Fife 54th Span Station Option Station Context Plan

The Fife 54th Span Station Option would be located to cross over 54th Avenue E between 12th Street E and 15th Street E. A post office, auto repair, barber, and restaurant, the Poodle Dog, are located just south of this station location on the west side of 54th Ave E. On the east side of the street are a bank and other commercial uses. Some residential parcels are east of the station.

Legend

Station Entry

Bike Parking

Bike Routes

Transit Routes  
(planned)

Pedestrian Crossing

Plaza and  
Pedestrian Areas

Bus Stop at Station

Existing

Planned

Bus Layover

Bus Stop outside Station

Landscaping/Plantings

Elevated Train Tracks

Station Platform

Station Area Footprint

### Parking Options

The Fife Station is planned to include a parking facility, though it is not currently planned to open with the start of transit service (see page 6 for more information).

We have prepared conceptual layouts for both surface parking and garage options for the Fife 54th Span Station Option.

Garage Parking Option

Surface Parking Option

Tacoma Dome Link Extension—Station Area Planning Report

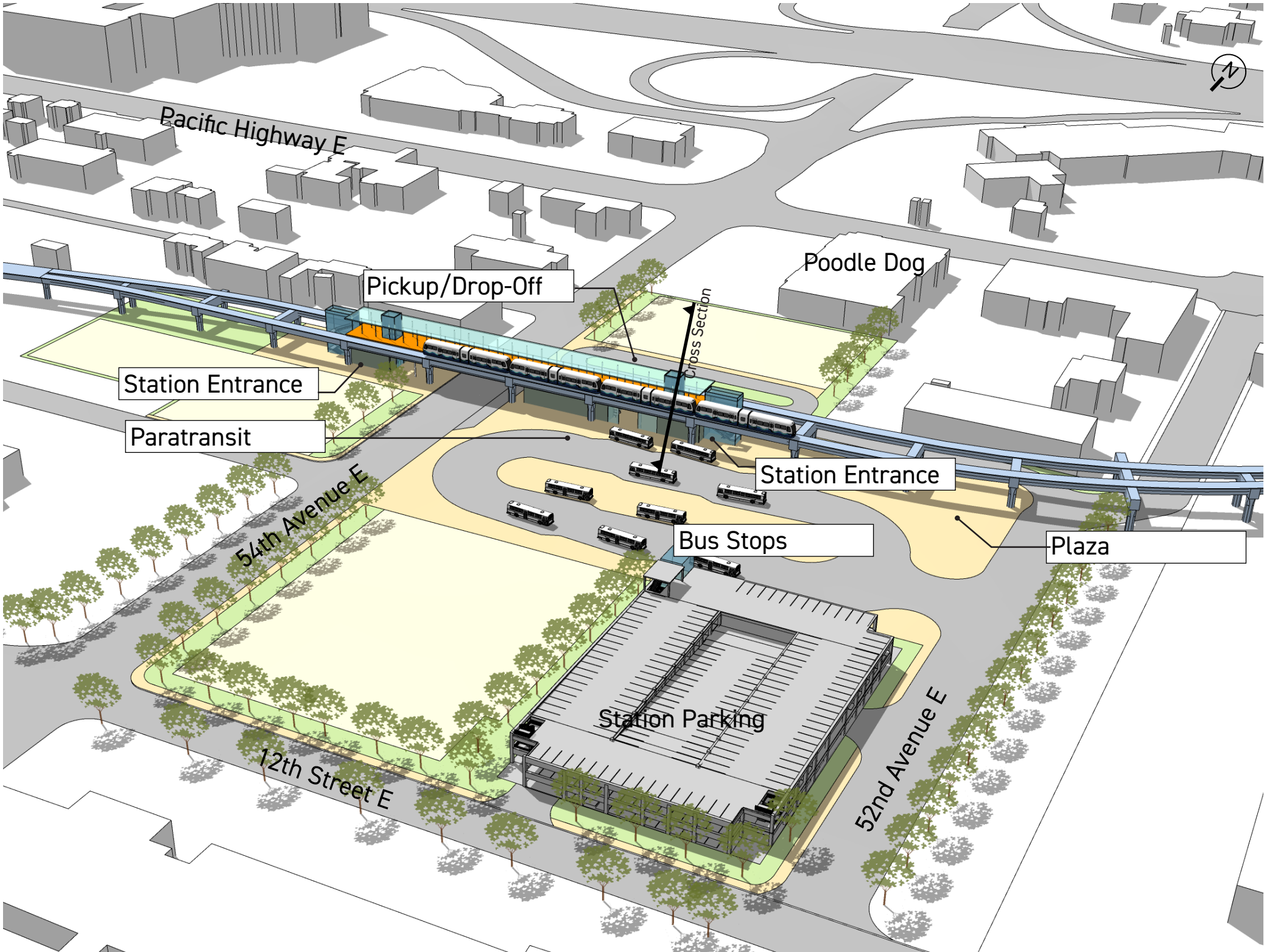
48

December 2024

# Fife Stations

## Fife 54th Span Station Option A Look at the Station

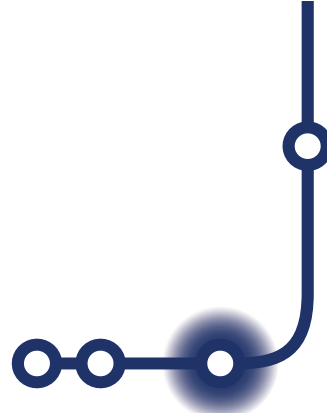
Note: Parking could be in a surface or structured configuration.



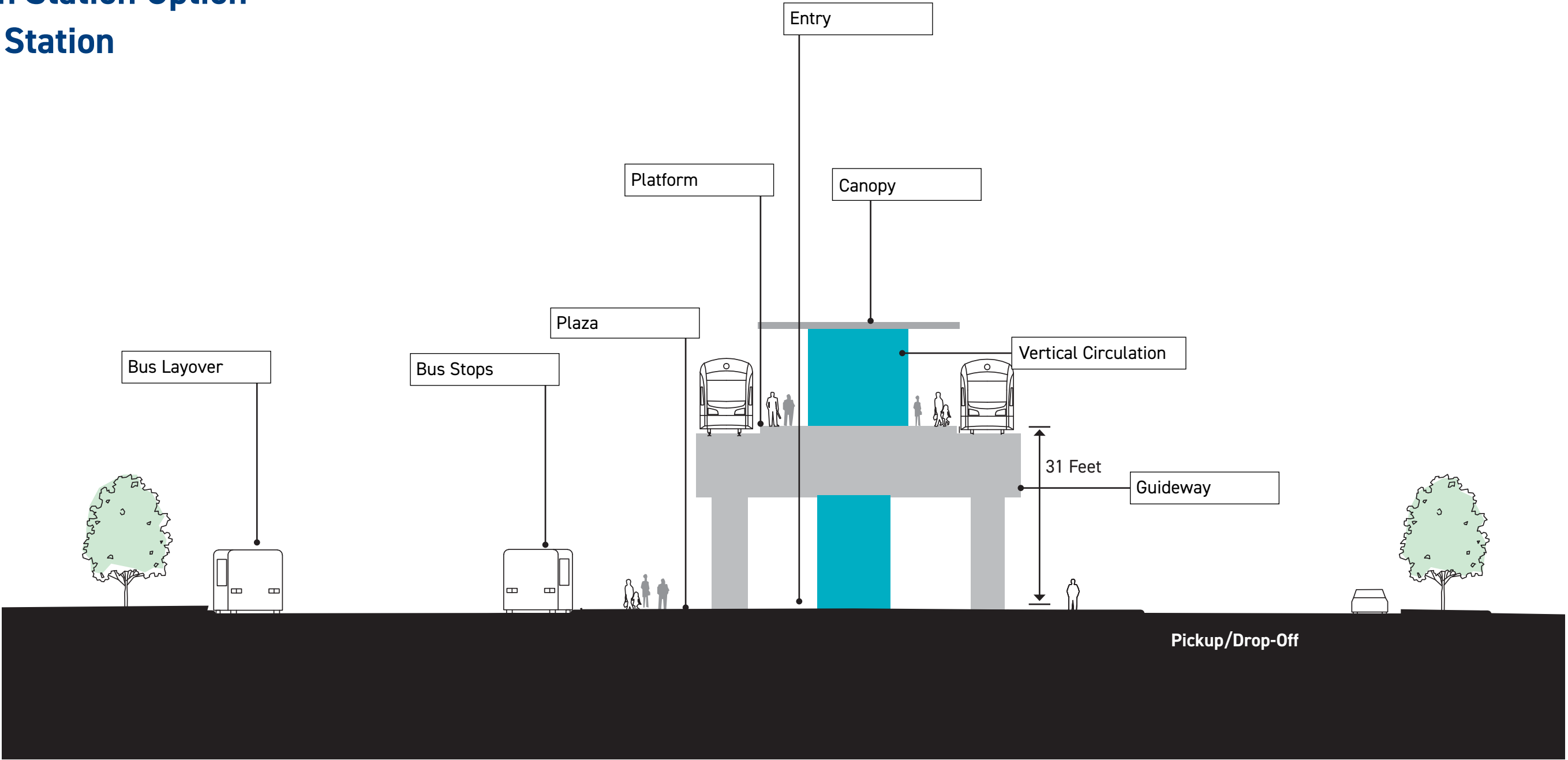
Aerial View of the Station



# Fife Stations



## Fife 54th Span Station Option A Look at the Station



Station Cross Section - Looking East