Appendix D

Technical Appendices

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Appendix D4.1

Potentially Affected Parcels

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Appendix D4.1

Potentially Affected Parcels

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

There are two types of property acquisitions:

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

Full acquisitions include parcels that might not be fully needed for the project but would be affected to the extent that existing uses would be substantially impaired (e.g., loss of parking or access). This includes parcels that would be acquired for construction activities, although in some cases all or part of the parcels would be available for other use or for redevelopment after construction is complete. Table D4.1 presents information on the likely acquisitions by alternative, including property needed for elevated guideway easements. The parcels listed in the table are mapped on Exhibits D4.1-1 through D4.1-35. The table lists property mapping numbers unique to this project (Map ID), King County parcel identification numbers, and addresses. The table and the exhibits do not distinguish between full and partial acquisitions. These maps also show the “operational footprint,” which is the limits of all property acquisition related to the project, including the light rail guideway, stations, and road improvements. Public right-of-way within this footprint is not assumed to be acquired, but easements would be acquired for portions of this right-of-way.

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

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TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
3235	3445000115	20313 28TH AVE S	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3242	3445000140	Information Unavailable	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3243	3445000141	20425 28TH AVE S	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3248	3445000155	2703 S 205TH PL	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3256	3445000228	20700 INTERNATIONAL BLVD	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X					
3255	3445000226	20717 INTERNATIONAL BLVD	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X					
1020	0922049355	20833 INTERNATIONAL BLVD	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X					
0974	0922049222	21010 INTERNATIONAL BLVD	X		X	X		X	X	X	X	X	X							X		X	X	X	X					
1043	0922049390	21050 INTERNATIONAL BLVD	X		X	X		X	X	X	X	X	X							X		X	X	X	X					
0995	0922049291	21104 INTERNATIONAL BLVD	X		X	X		X	X	X	X	X	X							X		X	X	X	X					
1048	0922049410	21060 INTERNATIONAL BLVD	X		X	X		X	X	X	X	X	X							X		X	X	X	X					
0931	0922049080	21401 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X					
0979	0922049232	21449 S 216TH ST	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X					
1024	0922049364	21454 S 216TH ST	X		X	X		X	X	X	X	X	X							X		X	X	X	X					
2141	2156400320	21606 PACIFIC HWY S	X		X	X		X	X	X	X	X	X							X		X	X	X	X					
2137	2156400301	21615 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X					
2142	2156400321	21628 PACIFIC HWY S	X		X	X		X	X	X	X	X	X							X		X	X	X	X					
2135	2156400280	21814 PACIFIC HWY S	X		X	X		X	X	X	X	X	X							X		X	X	X	X					
2136	2156400281	21815 PACIFIC HWY S	X	X		X	X	X	X	X	X	X	X							X	X		X	X	X					
2134	2156400270	21841 PACIFIC HWY S	X	X		X	X	X	X	X	X	X	X							X	X		X	X	X					
2130	2156400259	21935 PACIFIC HWY S	X	X		X	X	X	X	X	X	X	X							X	X		X	X	X					
2126	2156400240	22001 PACIFIC HWY S	X	X		X	X	X	X	X	X	X	X							X	X		X	X	X					
2124	2156400221	2628 S 222ND ST	X	X		X	X	X	X	X	X	X	X							X	X		X	X	X					
2119	2156400200	22246 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X					
2118	2156400180	22323 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X					
2247	2500600005	22419 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X					
2251	2500600018	22441 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X					

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
2258	2500600071	22815 PACIFIC HWY S	X	X	X					X	X	X	X																	
2259	2500600080	22837 28TH AVE S	X	X	X	X	X		X	X	X	X	X																	
2260	2500600085	22845 PACIFIC HWY S	X	X	X	X	X		X	X	X	X	X																	
2261	2500600090	22855 PACIFIC HWY S	X	X	X				X	X	X	X	X																	
2264	2500600100	23003 PACIFIC HWY S	X	X	X				X	X	X	X	X																	
2265	2500600106	Information Unavailable	X	X	X				X	X	X	X	X																	
2266	2500600110	23031 PACIFIC HWY S	X	X	X				X	X	X	X	X																	
2406	2500600585	23201 PACIFIC HWY S	X	X	X				X	X	X	X	X																	
2407	2500600590	23221 PACIFIC HWY S	X	X	X				X	X	X	X	X																	
2409	2500600601	23231 PACIFIC HWY S	X	X	X				X	X	X	X	X																	
2408	2500600600	23241 PACIFIC HWY S	X	X	X				X	X	X	X	X																	
2410	2500600605	23311 PACIFIC HWY S	X	X	X				X	X	X	X	X																	
2412	2500600610	23321 PACIFIC HWY S	X	X	X				X	X	X	X	X																	
2413	2500600611	23261 PACIFIC HWY S	X	X	X					X	X	X	X																	
2415	2500600615	23405 PACIFIC HWY S	X	X	X				X	X	X	X	X																	
2417	2500600622	23407 PACIFIC HWY S	X	X	X				X	X	X	X	X																	
2416	2500600620	23409 PACIFIC HWY S	X	X	X					X	X	X	X																	
2418	2500600630	23419 PACIFIC HWY S	X	X	X					X	X	X	X																	
2419	2500600640	23439 PACIFIC HWY S	X	X	X					X	X	X	X																	
2420	2500600641	23607 PACIFIC HWY S	X	X	X	X	X			X	X	X	X																	
2391	2500600497	23610 PACIFIC HWY S	X	X	X			X	X	X	X	X	X			X											X	X	X	X	X
2421	2500600650	23609 PACIFIC HWY S	X	X	X	X	X			X	X	X	X																	
2422	2500600655	23625 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X																	
2392	2500600505	23634 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X								X	X	X	X	X
2423	2500600660	23627 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X																		
2393	2500600506	23634 30TH AVE S	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X								X	X	X	X	X
2394	2500600515	23634 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X			X											X	X	X	X	X

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
2424	2500600665	23639 28TH AVE S	X	X	X	X	X		X	X	X	X	X																	
2425	2500600670	23647 PACIFIC HWY S	X	X	X	X	X		X	X	X	X	X																	
2395	2500600520	23646 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X			X										X	X	X	X	X
2396	2500600525	23647 30TH AVE S	X	X	X	X	X	X	X	X	X	X	X			X										X	X	X	X	X
2426	2500600675	23655 PACIFIC HWY S	X	X	X	X	X		X	X	X	X	X																	
2427	2500600677	23653 PACIFIC HWY S	X	X	X	X	X		X	X	X	X	X																	
2397	2500600530	23800 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X			X										X	X	X	X	X
2398	2500600531	23700 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X			X										X	X	X	X	X
2399	2500600535	23810 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X			X										X	X	X	X	X
2400	2500600540	23820 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X			X										X	X	X	X	X
2428	2500600680	23835 PACIFIC HWY S	X	X	X	X	X		X	X	X	X	X																	
2429	2500600701	23839 PACIFIC HWY S	X	X	X	X	X		X	X	X	X	X																	
2430	2500600705	23845 PACIFIC HWY S	X	X	X	X	X		X	X	X	X	X																	
1993	2122049022	24001 PACIFIC HWY S	X	X	X	X	X		X	X	X	X	X																	
3519	3603600565	24101 PACIFIC HWY S	X	X	X	X	X		X	X	X	X	X																	
2025	2122049084	24141 PACIFIC HWY S	X	X	X	X	X		X	X	X	X	X																	
4968	5514000040	Information Unavailable	X	X	X			X	X		X	X	X		X												X	X	X	X	X
3464	3603000005	24202 PACIFIC HWY S	X	X	X	X	X		X	X	X	X	X																	
3465	3603000024	24215 PACIFIC HWY S	X	X	X	X	X			X	X	X	X																	
2029	2122049097	24241 PACIFIC HWY S	X	X	X	X	X			X	X	X	X																	
4967	5514000030	Information Unavailable	X	X	X			X	X		X	X	X		X	X				X	X	X		X	X	X	X	X	X	X
2003	2122049046	24300 PACIFIC HWY S	X	X	X			X	X		X	X	X			X				X	X	X		X	X	X	X	X	X	X
3467	3603000032	24325 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X														X	X	X	X	X
1996	2122049028	24408 PACIFIC HWY S	X	X	X			X	X		X	X	X														X	X	X	X	X
3444	3602400154	24401 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X														X	X	X	X	X
3463	3602400245	24430 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X														X	X	X	X	X
2034	2122049106	24426 PACIFIC HWY S	X	X	X			X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
2062	2122049155	24432 PACIFIC HWY S	X	X	X			X	X		X	X	X													X	X	X	X	X
2076	2122049174	24600 PACIFIC HWY S	X	X	X			X	X		X	X	X													X		X	X	X
3449	3602400182	24443 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
3459	3602400186	24453 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
3393	3601800160	24615 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
3394	3601800165	24619 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
3395	3601800170	24635 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
3396	3601800210	24641 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
3398	3601800320	24635 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
3397	3601800295	24645 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
3391	3601800115	Information Unavailable	X	X	X	X	X	X	X		X	X	X													X		X	X	X
2008	2122049055	24800 PACIFIC HWY S	X	X	X	X	X	X	X		X	X	X													X		X	X	X
2063	2122049156	2627 S 248TH ST	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
1988	2122049015	24816 PACIFIC HWY S	X	X	X	X	X	X	X		X	X	X													X		X	X	X
1991	2122049018	24820 PACIFIC HWY S	X	X	X	X	X	X	X		X	X	X													X		X	X	X
2059	2122049152	24823 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2004	2122049051	24846 PACIFIC HWY S	X	X	X	X	X	X	X		X	X	X													X		X	X	X
2021	2122049078	24852 PACIFIC HWY S	X	X	X	X	X	X	X		X	X	X													X		X	X	X
2058	2122049151	25009 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2060	2122049153	25015 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2068	2122049166	25025 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2064	2122049160	2520 S 252ND ST	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2065	2122049162	Information Unavailable	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2038	2122049113	25125 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2084	2122049183	25215 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2007	2122049054	25200 PACIFIC HWY S	X	X	X	X	X	X	X		X	X	X													X		X	X	X
2069	2122049167	25246 PACIFIC HWY S	X	X	X	X	X	X	X		X	X	X													X		X	X	X

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
1997	2122049029	25300 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2047	2122049135	25250 PACIFIC HWY S	X	X	X	X	X	X	X		X	X	X													X		X	X	X
2070	2122049168	Information Unavailable	X	X	X	X	X	X	X		X	X	X													X		X	X	X
2071	2122049169	25330 PACIFIC HWY S	X	X	X	X	X	X	X		X	X	X													X		X	X	X
2052	2122049142	25447 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2320	2122049201	25350 PACIFIC HWY S	X	X	X	X	X	X	X		X	X	X													X		X	X	X
2092	2122049193	25526 PACIFIC HWY S	X	X	X	X	X	X	X		X	X	X													X		X	X	X
2715	2822049234	Information Unavailable	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2724	2822049244	25960 PACIFIC HWY S	X	X	X	X	X	X	X	X		X	X													X	X		X	X
2725	2822049245	25940 PACIFIC HWY S	X	X	X	X	X	X	X	X		X	X													X	X		X	X
2717	2822049236	Information Unavailable	X	X	X	X	X	X	X		X	X	X													X		X	X	X
2718	2822049237	Information Unavailable	X	X	X	X	X	X	X		X	X	X													X		X	X	X
2726	2822049246	25915 PACIFIC HWY S	X	X	X	X	X	X	X	X		X	X													X	X		X	X
2704	2822049212	25914 PACIFIC HWY S	X	X	X	X	X	X	X		X	X	X													X		X	X	X
2674	2822049162	25925 PACIFIC HWY S	X	X	X	X	X	X	X	X		X	X													X	X		X	X
2671	2822049156	26010 S 260TH ST	X	X	X	X	X	X	X		X	X	X													X		X	X	X
7213	9538200030	26100 PACIFIC HWY S	X	X	X	X	X	X	X		X	X	X													X		X	X	X
7217	9538200070	26108 PACIFIC HWY S	X	X	X	X	X	X	X		X	X	X													X		X	X	X
7215	9538200050	26200 PACIFIC HWY S	X	X	X	X	X	X	X		X	X	X													X		X	X	X
7218	9538200080	26136 PACIFIC HWY S	X	X	X	X	X	X	X		X	X	X													X		X	X	X
7216	9538200060	26210 PACIFIC HWY S	X	X	X	X	X	X	X		X	X	X													X		X	X	X
4159	4181200720	Information Unavailable	X	X	X	X	X	X	X	X			X													X	X			X
4130	4181200430	26285 PACIFIC HWY S	X	X	X	X	X	X	X	X			X													X	X			X
7220	9538200100	Information Unavailable	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
6020	7682800045	Information Unavailable	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2691	2822049191	26401 PACIFIC HWY S	X	X	X	X	X	X	X	X			X													X	X			X
6021	7682800050	26420 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
6019	7682800035	26421 PACIFIC HWY S	X	X	X	X	X	X	X	X			X													X	X			X
6022	7682800055	26430 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
6018	7682800030	26429 PACIFIC HWY S	X	X	X	X	X	X	X	X			X													X	X			X
6023	7682800060	26448 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2619	2822049062	26454 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2616	2822049053	26460 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2620	2822049063	Information Unavailable	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2597	2822049011	26620 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
6014	7682800010	26631 PACIFIC HWY S	X	X	X	X	X	X	X	X			X													X	X			X
6024	7682800065	26632 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
6013	7682800005	26705 PACIFIC HWY S	X	X	X	X	X	X	X	X			X													X	X			X
6025	7682800070	Information Unavailable	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
6026	7682800075	26650 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
5006	6600490350	26722 19TH AVE S	X	X	X	X	X	X	X	X			X													X	X			X
6287	7682800077	Information Unavailable	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
6031	7682800100	26820 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2606	2822049033	26809 PACIFIC HWY S	X	X	X	X	X	X	X	X			X													X	X			X
6029	7682800095	26830 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
6030	7682800096	27000 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2617	2822049056	27020 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2621	2822049064	27030 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2669	2822049154	27050 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
3070	3322049076	27202 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
7114	8729920030	27300 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
7115	8729920040	Information Unavailable	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
7113	8729920020	27320 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
7112	8729920010	27400 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
3021	3322049012	27454 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
5226	7204800185	27600 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
5227	7204800186	27606 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
5228	7204800188	27614 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
5229	7204800190	27634 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
5219	7204800167	27802 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
5230	7204800195	27721 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
5233	7204800204	27741 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
5218	7204800166	27824 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
5216	7204800164	27818 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
5232	7204800202	27820 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
5231	7204800200	27830 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
5234	7204800210	27900 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
5262	7205400125	27905 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
5263	7205400130	28001 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
3450	3322049221	Information Unavailable	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
3056	3322049039	1719 S 282ND PL	X	X	X	X	X	X	X	X	X		X													X	X	X		X
3057	3322049040	28303 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
7132	8944440000	28307 18TH AVE S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
3058	3322049041	28425 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
3075	3322049085	28405 18TH AVE S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
3079	3322049092	28425 18TH AVE S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
3061	3322049048	28405 18TH AVE S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
3121	3322049157	28606 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
5433	7205810000	28606 16TH AVE S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
3151	3322049213	28620 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
3095	3322049124	28621 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
3094	3322049123	Information Unavailable	X	X	X	X	X	X	X	X	X		X														X	X	X		X
3119	3322049155	28631 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X														X	X	X		X
3063	3322049057	28707 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X														X	X	X		X
3122	3322049158	28717 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X														X	X	X		X
3091	3322049119	28722 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X														X	X	X		X
3102	3322049132	28727 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X														X	X	X		X
0228	0421049024	28815 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X														X	X	X	X	X
0268	0421049088	28806 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X														X	X	X		X
0229	0421049026	28822 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X														X	X	X		X
0399	0421049263	28826 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X														X	X	X		X
0236	0421049034	28817 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X														X	X	X	X	X
0247	0421049047	28835 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X														X	X	X	X	X
0265	0421049081	28838 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X														X	X	X		X
0383	0421049242	28866 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X														X	X	X		X
0257	0421049070	28837 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X														X	X	X	X	X
0258	0421049072	28872 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X														X	X	X		X
0260	0421049074	29001 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X														X	X	X	X	X
0243	0421049041	29005 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X														X	X	X	X	X
0238	0421049036	29005 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X														X	X	X	X	X
0259	0421049073	29100 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X														X	X	X		X
0381	0421049240	29009 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X														X	X	X	X	X
0311	0421049140	29013 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X														X	X	X	X	X
0256	0421049069	29209 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X														X	X	X	X	X
0279	0421049105	29130 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X														X	X	X		X
0368	0421049223	29200 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X														X	X	X		X
0382	0421049241	29211 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X														X	X	X	X	X
0220	0421049007	29223 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X														X	X	X	X	X

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
2771	3040200005	29305 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2775	3040200065	29208 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
2776	3040200070	29314 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
2781	3040200081	29404 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
2772	3040200025	29411 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0180	0253050000	29347 18TH AVE S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
2773	3040200055	29521 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2774	3040200060	29531 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0353	0421049200	29601 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0233	0421049031	29625 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0235	0421049033	Information Unavailable	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
5007	6453450000	29645 18TH AVE S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
0325	0421049157	29805 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0395	0421049259	29815 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0237	0421049035	29600 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
3615	3674400167	29918 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
0222	0421049011	29928 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
0580	0421049012	Information Unavailable	X	X	X	X	X	X	X	X	X		X													X	X	X		X
0250	0421049057	30300 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0242	0421049040	30333 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0280	0421049106	30390 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0740	0921049106	30402 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0695	0921049036	30405 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0854	0921049254	30400 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
0832	0921049232	30423 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
0803	0921049192	30400 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2460	2558170130	1700 S 305TH PL	X	X	X	X	X	X	X	X	X		X													X	X	X		X

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
0697	0921049044	30509 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
6220	7853600235	30800 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
0620	0821049064	30833 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
6218	7853600226	31000 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
6216	7853600220	30854 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
0639	0821049245	31003 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
0741	0921049107	30412 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
0612	0821049001	30611 16TH AVE S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2448	2558170010	30504 PACIFIC HWY S	X	X	X	X	X	X	X	X	X		X													X	X	X		X
6221	7853600240	30814 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
2447	2503000040	1453 S 308TH ST	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0614	0821049024	30817 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0619	0821049063	30919 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0617	0821049061	31007 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
6212	7853600200	31014 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0618	0821049062	Information Unavailable	X	X	X	X	X	X	X	X	X	X														X	X	X	X	
6209	7853600185	31140 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X														X	X	X	X	
0616	0821049060	1436 S 312TH ST	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
6210	7853600186	31130 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0783	0921049164	31204 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0632	0821049186	31217 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0744	0921049110	31216 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0852	0921049252	31246 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0743	0921049109	31248 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0699	0921049046	31254 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0822	0921049223	31406 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0635	0821049216	31401 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X														X	X	X	X	

TABLE D4.1-1

Potentially Affected Parcels by Alternative

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0877	0921049286	31414 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0856	0921049256	31430 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0613	0821049013	31433 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X														X	X	X	X	
0811	0921049200	31434 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0857	0921049257	31434 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0631	0821049181	31507 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X														X	X	X	X	
0858	0921049258	31440 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X														X	X	X	X	
0630	0821049174	31519 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X														X	X	X	X	
0747	0921049113	31448 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X														X	X	X	X	
0758	0921049129	31458 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X														X	X	X	X	
0750	0921049118	31610 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X														X	X	X	X	
0848	0921049248	31660 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X														X	X	X	X	
0879	0921049292	31646 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X														X	X	X	X	
0841	0921049241	31628 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X														X	X	X	X	
0880	0921049293	31634 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X														X	X	X	X	
0771	0921049146	31622 PACIFIC HWY S	X	X	X	X	X	X	X	X	X	X														X	X	X	X	
0693	0921049034	31701 20TH AVE S	X	X	X	X	X	X	X	X	X	X	X													X	X	X	X	X
0814	0921049208	1706 S 320TH ST	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X	X	X	X			X	X	X	X	X
0881	0921049297	2012 S 320TH ST	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X	X	X	X			X	X	X	X	X
0882	0921049298	31699 23RD AVE S	X	X	X	X	X	X	X	X	X	X		X	X	X	X			X	X	X	X			X	X	X	X	
2235	2423200050	2120 S 320TH ST	X	X	X	X	X	X	X	X	X	X		X	X	X	X			X	X	X	X			X	X	X	X	
0696	0921049042	2427 S 317TH ST	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X		X	X	X	X	
0690	0921049027	2501 S GATEWAY CENTER PL	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X		X	X	X	X	
0916	0922049041	21011 INTERNATIONAL BLVD		X			X														X									
0920	0922049053	21215 PACIFIC HWY S		X			X														X									
0928	0922049069	21215 PACIFIC HWY S		X			X														X									
0932	0922049083	21215 PACIFIC HWY S		X			X														X									

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Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
0935	0922049093	21105 INTERNATIONAL BLVD		X			X														X									
1017	0922049350	21031 INTERNATIONAL BLVD		X			X														X									
1018	0922049351	21001 INTERNATIONAL BLVD		X			X														X									
1019	0922049352	20841 INTERNATIONAL BLVD		X			X														X									
1025	0922049365	21101 INTERNATIONAL BLVD		X			X														X									
2138	2156400302	21635 PACIFIC HWY S		X			X														X									
2139	2156400303	21641 PACIFIC HWY S		X			X														X									
2140	2156400305	21665 PACIFIC HWY S		X			X														X									
2120	2156400201	22247 PACIFIC HWY S		X		X	X														X									
2125	2156400223	22205 PACIFIC HWY S		X			X														X									
0924	0922049061	21428 INTERNATIONAL BLVD			X																	X								
0914	0922049036	21450 INTERNATIONAL BLVD			X																	X								
2563	2724201700	21815 29TH AVE S			X																	X								
2564	2724201790	21801 28TH AVE S			X																	X								
2565	2724201800	2810 S 220TH ST			X																	X								
2132	2156400263	2719 S 219TH ST			X																	X								
2133	2156400269	21920 S 219TH ST			X																	X								
2127	2156400241	22002 PACIFIC HWY S			X	X																X								
2129	2156400250	22020 PACIFIC HWY S			X	X																X								
2123	2156400220	22204 PACIFIC HWY S			X																	X								
2249	2500600015	22505 PACIFIC HWY S				X	X																							
1634	1622049051	22600 28TH AVE S				X	X																							
2253	2500600025	22613 PACIFIC HWY S				X	X																							
1686	1622049200	22620 28TH AVE S				X	X																							
0001	0024500000	22700 28TH AVE S				X																								
1640	1622049068	22834 28TH AVE S				X	X																							
2252	2500600020	22625 PACIFIC HWY S				X	X																							

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Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
2323	2500600030	22725 PACIFIC HWY S				X	X																							
2254	2500600045	22725 PACIFIC HWY S				X	X																							
2255	2500600050	22659 PACIFIC HWY S				X	X																							
2256	2500600060	22805 PACIFIC HWY S				X	X																							
2257	2500600070	22815 PACIFIC HWY S				X	X																							
2262	2500600092	22865 PACIFIC HWY S				X	X																							
1674	1622049163	2802 S KENT-DES MOINES RD				X	X																							
1638	1622049061	Information Unavailable				X	X																							
1654	1622049121	Information Unavailable				X	X																							
1884	1953400300	23208 28TH AVE S				X	X																							
1885	1953400305	23216 28TH AVE S				X	X																							
1886	1953400310	23222 28TH AVE S				X	X																							
1887	1953400315	23226 28TH AVE S				X	X																							
1888	1953400320	23234 28TH AVE S				X	X																							
1889	1953400325	23242 28TH AVE S				X	X																							
1890	1953400330	23252 28TH AVE S				X	X																							
1891	1953400335	23260 28TH AVE S				X	X																							
1892	1953400340	23404 28TH AVE S				X	X																							
1893	1953400345	23410 28TH AVE S				X	X																							
1894	1953400350	23418 28TH AVE S				X	X																							
1895	1953400355	23426 28TH AVE S				X	X																							
1896	1953400360	23436 28TH AVE S				X	X																							
1897	1953400365	23438 28TH AVE S				X	X																							
1898	1953400370	23450 28TH AVE S				X	X																							
1899	1953400375	23456 28TH AVE S				X	X																							
1629	1622049016	2400 S 240TH ST				X	X																							
3517	3603600530	2803 S 240TH ST				X	X																							

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Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
3518	3603600540	2809 S 240TH ST				X	X																							
3466	3603000030	24225 PACIFIC HWY S				X	X			X																				
2006	2122049053	25002 PACIFIC HWY S				X	X																							
2263	2500600095	2904 KENT-DES MOINES RD					X																							
2405	2500600565	Information Unavailable					X																							
3445	3445000210	24415 PACIFIC HWY S					X	X		X																	X	X	X	X	X
3447	3602400166	24433 PACIFIC HWY S					X			X																					
2295	2500600215	22850 PACIFIC HWY S						X												X	X	X	X	X	X					
2299	2500600226	22862 PACIFIC HWY S						X												X	X	X	X	X	X					
2300	2500600229	22868 PACIFIC HWY S						X												X	X	X	X	X	X					
2302	2500600247	23018 PACIFIC HWY S						X												X	X	X	X	X	X					
2303	2500600250	23040 PACIFIC HWY S						X												X	X	X	X	X	X					
2304	2500600260	23200 PACIFIC HWY S						X												X	X	X	X	X	X					
2380	2500600450	23250 PACIFIC HWY S						X												X	X	X	X	X	X					
2381	2500600455	23250 PACIFIC HWY S						X												X	X	X	X	X	X					
2382	2500600460	23250 PACIFIC HWY S						X								X				X	X	X	X	X	X					
2383	2500600465	23418 PACIFIC HWY S						X	X							X				X	X	X	X	X	X					
2384	2500600480	23428 PACIFIC HWY S						X	X							X				X	X	X	X	X	X	X	X	X	X	X
2385	2500600481	23427 30TH AVE S						X								X				X	X	X	X	X	X	X	X	X	X	X
2386	2500600485	23440 PACIFIC HWY S						X	X							X										X	X	X	X	X
2387	2500600486	23431 30TH AVE S						X								X				X	X	X	X	X	X	X	X	X	X	X
2388	2500600490	23453 30TH AVE S						X								X				X	X	X	X	X	X	X	X	X	X	X
2389	2500600491	23446 PACIFIC HWY S						X	X							X										X	X	X	X	X
2390	2500600495	23453 30TH AVE S						X								X				X	X	X	X	X	X	X	X	X	X	X
2402	2500600543	23829 30TH AVE S						X	X							X										X	X	X	X	X
2401	2500600541	23826 PACIFIC HWY S						X	X							X										X	X	X	X	X
7374	9443000000	2912 S 240TH ST						X	X							X										X	X	X	X	X

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Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
2403	2500600555	2912 S 240TH ST						X	X							X										X	X	X	X	X
2404	2500600556	23928 PACIFIC HWY S						X	X							X										X	X	X	X	X
4965	5514000010	24050 PACIFIC HWY S						X								X				X	X	X	X	X	X	X	X	X	X	X
4969	5514000050	24130 PACIFIC HWY S						X	X							X										X	X	X	X	X
3446	3602400163	24425 PACIFIC HWY S								X																				
3448	3602400178	24441 PACIFIC HWY S								X																X	X	X	X	X
2623	2822049068	25619 PACIFIC HWY S								X																	X			
2708	2822049219	26005 PACIFIC HWY S								X																	X			
2706	2822049217	26015 PACIFIC HWY S								X																	X			
2729	2822049251	Information Unavailable								X																	X			
2659	2822049140	26215 PACIFIC HWY S								X																	X			
2705	2822049214	26225 PACIFIC HWY S								X																	X			
2703	2822049211	26211 PACIFIC HWY S								X																	X			
6017	7682800025	26475 PACIFIC HWY S								X																	X			
6016	7682800020	26505 PACIFIC HWY S								X																	X			
2614	2822049050	25626 PACIFIC HWY S									X																	X		
2633	2822049088	25700 25TH LN S									X																	X		
2651	2822049123	25802 25TH LN S									X																	X		
2716	2822049235	25901 PACIFIC HWY S									X																	X		
7211	9538200010	26002 PACIFIC HWY S									X																	X		
7212	9538200020	26022 PACIFIC HWY S									X																	X		
7219	9538200090	26238 PACIFIC HWY S									X	X																X	X	
3065	3322049062	28313 PACIFIC HWY S										X																	X	
2848	3222049011	Information Unavailable										X																	X	
3092	3322049120	28323 PACIFIC HWY S										X																	X	
2877	3222049142	1560 S 284TH ST										X																	X	
5550	7205610000	28418 16TH AVE S										X																	X	

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Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
3141	3322049198	28400 16TH AVE S										X																	X	
6331	7876210000	28426 16TH AVE S										X																	X	
6330	7876200000	28422 16TH AVE S										X																	X	
6332	7876220000	28430 16TH AVE S										X																	X	
2849	3222049014	28611 16TH AVE S										X																	X	
6297	7876800010	28617 16TH AVE S										X																	X	
6298	7876800020	28625 16TH AVE S										X																	X	
6299	7876800030	28631 16TH AVE S										X																	X	
6300	7876800040	28639 16TH AVE S										X																	X	
6301	7876800050	28641 16TH AVE S										X																	X	
6302	7876800060	28717 16TH AVE S										X																	X	
6303	7876800070	28723 16TH AVE S										X																	X	
7421	516210TRCT	Information Unavailable										X																	X	
4726	5162100270	29045 15TH PL S										X																	X	
0410	0521049026	29106 REDONDO WAY S										X																	X	
0412	0521049048	Information Unavailable										X																	X	
0240	0421049038	29700 PACIFIC HWY S										X																	X	
0393	0421049257	30200 PACIFIC HWY S										X																	X	
0379	0421049237	30315 PACIFIC HWY S										X																	X	
0755	2558170010	30504 PACIFIC HWY S										X																	X	
0853	0921049253	30419 PACIFIC HWY S										X																	X	
0818	0921049217	30421 PACIFIC HWY S										X																	X	
0698	0921049045	31240 PACIFIC HWY S											X																		X
0891	0921049308	31400 PACIFIC HWY S											X																		X
0833	0921049233	31405 18TH AVE S											X																		X
0756	0921049125	1900 S 314TH ST											X																		X
0872	0921049280	1831 S 312TH ST											X																		X

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
0886	0921049302	31515 20TH AVE S											X																	X
0906	0921049325	Information Unavailable											X																	X
0888	0921049304	1727 S 316TH ST											X																	X
0899	0921049317	1825 S 316TH ST											X																	X
0878	0921049291	31611 20TH AVE S											X																	X
0687	0921049021	Information Unavailable											X																	X
3241	3445000135	20400 INTERNATIONAL BLVD												X	X	X	X	X	X							X	X	X	X	X
3252	3445000195	20626 INTERNATIONAL BLVD												X	X	X	X	X	X							X	X	X	X	X
3253	3445000215	20636 INTERNATIONAL BLVD												X	X	X	X	X	X							X	X	X	X	X
3254	3445000216	20657 INTERNATIONAL BLVD												X	X	X	X	X	X							X	X	X	X	X
1026	0922049366	20832 INTERNATIONAL BLVD												X	X	X	X	X	X							X	X	X	X	X
1027	0922049367	Information Unavailable												X	X	X	X	X	X							X	X	X	X	X
0985	0922049245	3001 S 208TH ST												X	X	X	X	X	X							X	X	X	X	X
0910	0922049001	2919 S 208TH ST												X	X	X	X	X	X							X	X	X	X	X
0942	0922049119	3009 S 208TH ST												X	X	X	X	X	X							X	X	X	X	X
4551	5083000260	3120 S 211TH ST												X	X	X	X	X	X							X	X	X	X	X
4550	5083000255	Information Unavailable												X	X	X	X	X	X							X	X	X	X	X
4592	5083100015	3129 S 211TH ST												X	X	X	X	X	X							X	X	X	X	X
4591	5083100010	Information Unavailable												X	X	X	X	X	X							X	X	X	X	X
4607	5083100090	Information Unavailable												X	X	X	X	X	X							X	X	X	X	X
4606	5083100085	Information Unavailable												X	X	X	X	X	X							X	X	X	X	X
4605	5083100080	Information Unavailable												X	X	X	X	X	X							X	X	X	X	X
4604	5083100075	Information Unavailable												X	X	X	X	X	X							X	X	X	X	X
4603	5083100070	21143 32ND AVE S												X	X	X	X	X	X							X	X	X	X	X
4602	5083100065	21149 32ND AVE S												X	X	X	X	X	X							X	X	X	X	X
4525	5083000030	Information Unavailable												X	X	X	X	X	X							X	X	X	X	X
4533	5083000075	21203 32ND AVE S												X	X	X	X	X	X							X	X	X	X	X

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
4526	5083000040	Information Unavailable												X	X	X	X	X	X							X	X	X	X	X
4527	5083000045	Information Unavailable												X	X	X	X	X	X							X	X	X	X	X
4528	5083000050	Information Unavailable												X	X	X	X	X	X							X	X	X	X	X
4529	5083000055	Information Unavailable												X	X	X	X	X	X							X	X	X	X	X
4530	5083000060	Information Unavailable												X	X	X	X	X	X							X	X	X	X	X
4531	5083000065	Information Unavailable												X	X	X	X	X	X							X	X	X	X	X
4538	5083000100	21239 32ND AVE S												X	X	X	X	X	X							X	X	X	X	X
4532	5083000070	21203 30TH AVE S												X	X	X	X	X	X							X	X	X	X	X
4539	5083000105	21243 32ND AVE S												X	X	X	X	X	X							X	X	X	X	X
0926	0922049065	Information Unavailable												X	X	X	X	X	X							X	X	X	X	X
0980	0922049235	21238 31ST AVE S												X	X	X	X	X	X							X	X	X	X	X
1014	0922049340	21420 31ST AVE S												X	X	X	X	X	X							X	X	X	X	X
1039	0922049385	3122 S 216TH ST												X	X	X	X	X	X							X	X	X	X	X
1038	0922049384	3118 S 216TH ST												X	X	X	X	X	X							X	X	X	X	X
2506	2724200525	3121 31ST AVE S												X	X	X	X	X	X							X	X	X	X	X
2507	2724200545	21614 31ST AVE S												X	X	X	X	X	X							X	X	X	X	X
2508	2724200570	21632 31ST AVE S												X	X	X	X	X	X							X	X	X	X	X
2511	2724200625	21620 31ST AVE S												X	X	X	X	X	X							X	X	X	X	X
2510	2724200615	21634 31ST AVE S												X	X	X	X	X	X							X	X	X	X	X
2509	2724200600	21636 31ST AVE S												X	X	X	X	X	X							X	X	X	X	X
2505	2724200495	21804 31ST AVE S												X	X	X	X	X	X							X	X	X	X	X
2504	2724200490	21810 31ST AVE S												X	X	X	X	X	X							X	X	X	X	X
2499	2724200389	Information Unavailable												X	X	X	X	X	X							X	X	X	X	X
2503	2724200475	21820 31ST AVE S												X	X	X	X	X	X							X	X	X	X	X
2498	2724200376	3115 S 218TH ST												X	X	X	X	X	X							X	X	X	X	X
2502	2724200460	21824 31ST AVE S												X	X	X	X	X	X							X	X	X	X	X
2501	2724200445	21832 31ST AVE S												X	X	X	X	X	X							X	X	X	X	X

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
2500	2724200390	3118 S 219TH ST												X	X	X	X	X	X							X	X	X	X	X
2497	2724200225	Information Unavailable												X	X	X	X	X	X							X	X	X	X	X
2160	2156400465	3030 S 221ST ST												X	X	X	X	X	X							X	X	X	X	X
2161	2156400467	3027 S 220TH ST												X	X	X	X	X	X							X	X	X	X	X
2159	2156400461	3018 S 221ST ST												X	X	X	X	X	X							X	X	X	X	X
2158	2156400420	3001 S 221ST ST												X	X	X	X	X	X							X	X	X	X	X
4856	5514600100	3150 S 224TH ST												X	X	X	X	X	X							X	X	X	X	X
2316	2500600297	3059 S 224TH ST												X	X	X	X	X	X							X	X	X	X	X
2313	2500600292	3049 S 224TH ST												X	X	X	X	X	X							X	X	X	X	X
2314	2500600293	3057 S 224TH PL												X	X	X	X	X	X							X	X	X	X	X
2325	2500600300	3045 S 224TH PL												X	X	X	X	X	X							X	X	X	X	X
2308	2500600286	Information Unavailable												X	X	X	X	X	X							X	X	X	X	X
2326	2500600301	22400 30TH AVE S												X	X	X	X	X	X							X	X	X	X	X
2329	2500600304	Information Unavailable												X	X	X	X	X	X							X	X	X	X	X
2334	2500600309	3048 S 225TH PL												X	X	X	X	X	X							X	X	X	X	X
2341	2500600317	3057 S 225TH PL												X	X	X	X	X	X							X	X	X	X	X
2336	2500600311	22606 30TH AVE S												X	X	X	X	X	X							X	X	X	X	X
2337	2500600312	22604 30TH AVE S												X	X	X	X	X	X							X	X	X	X	X
2338	2500600314	22400 30TH AVE S												X	X	X	X	X	X							X	X	X	X	X
2344	2500600323	3030 S 227TH ST												X	X	X	X	X	X							X	X	X	X	X
4971	6073280000	22700 30TH AVE S												X	X	X	X	X	X							X	X	X	X	X
3014	3259500000	22810 30TH AVE S												X	X	X	X	X	X							X	X	X	X	X
2345	2500600335	22850 30TH AVE S												X	X	X	X	X	X							X	X	X	X	X
2346	2500600354	23032 30TH AVE S												X	X	X	X	X	X							X	X	X	X	X
2349	2500600358	3026 S 231ST ST												X	X	X	X	X	X							X	X	X	X	X
2348	2500600356	23112 30TH AVE S												X	X	X	X	X	X							X	X	X	X	X
2347	2500600355	3027 S 231ST ST												X	X	X	X	X	X							X	X	X	X	X

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
2351	2500600361	23116 30TH AVE S												X	X		X	X	X							X	X	X	X	X
2352	2500600362	23124 30TH AVE S												X	X		X	X	X							X	X	X	X	X
2354	2500600364	3028 S 232ND PL												X	X	X	X	X	X							X	X	X	X	X
2350	2500600360	3020 S 232ND PL												X	X	X	X	X	X							X	X	X	X	X
2357	2500600367	3029 S 232ND PL												X	X	X	X	X	X							X	X	X	X	X
2353	2500600363	3021 S 232ND PL												X	X	X	X	X	X							X	X	X	X	X
2356	2500600366	23202 30TH AVE S												X	X	X	X	X	X							X	X	X	X	X
2355	2500600365	23214 30TH AVE S												X	X	X	X	X	X							X	X	X	X	X
2358	2500600370	23226 30TH AVE S												X	X	X	X	X	X							X	X	X	X	X
2362	2500600405	Information Unavailable												X	X		X	X	X											
2364	2500600411	23444 30TH AVE S												X	X		X	X	X	X	X	X	X	X	X	X		X	X	X	X
2363	2500600410	23448 30TH AVE S												X	X		X	X	X	X	X	X	X	X	X	X		X	X	X	X
5421	7260200010	Information Unavailable												X	X		X	X	X											
2368	2500600418	23529 30TH AVE S												X	X		X	X	X	X	X	X	X	X	X	X					
5420	7260200005	Information Unavailable												X	X																
2366	2500600416	Information Unavailable												X			X	X	X	X	X	X	X	X	X	X					
2370	2500600420	23458 30TH AVE S												X			X	X	X	X	X	X	X	X	X	X					
2371	2500600425	23634 30TH AVE S												X			X	X	X	X	X	X	X	X	X	X					
1437	1522049018	23458 30TH AVE S												X	X		X	X	X											
2365	2500600415	23454 30TH AVE S												X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
2367	2500600417	23452 30TH AVE S												X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
2369	2500600419	23608 30TH AVE S												X			X	X	X	X	X	X	X	X	X	X					
2372	2500600430	23656 30TH AVE S												X			X	X	X	X	X	X	X	X	X	X					
2374	2500600436	23810 30TH AVE S												X			X	X	X	X	X	X	X	X	X	X					
2373	2500600435	23820 30TH AVE S												X			X	X	X	X	X	X	X	X	X	X					
1500	1522049160	3400 S 240TH ST												X	X		X	X	X			X								
1651	1522049171	Information Unavailable												X	X		X	X	X			X								

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
2172	2222049113	Information Unavailable												X	X	X	X	X	X	X	X	X	X	X	X					
2015	2122049068	24481 32ND AVE S												X	X	X	X	X	X	X	X	X	X	X	X					
1791	1951500015	3018 S 253RD ST												X	X	X		X	X	X	X	X		X	X					
2630	2822049082	3019 S 256TH ST												X	X	X	X	X	X	X	X	X	X	X	X					
2712	2822049230	Information Unavailable												X	X	X	X	X	X	X	X	X	X	X	X					
2701	2822049207	Information Unavailable												X	X	X	X	X	X	X	X	X	X	X	X					
2679	2822049175	3014 S 259TH CT												X	X	X	X	X	X	X	X	X	X	X	X					
2765	2936600005	Information Unavailable												X	X	X	X	X	X	X	X	X	X	X	X					
2599	2822049016	Information Unavailable												X	X	X	X	X	X	X	X	X	X	X	X					
2692	2822049196	26802 28TH AVE S												X	X	X	X	X	X	X	X	X	X	X	X					
2627	2822049075	Information Unavailable												X	X	X	X	X	X	X	X	X	X	X	X					
2693	2822049197	26810 28TH AVE S												X	X	X	X	X	X	X	X	X	X	X	X					
2694	2822049198	26818 28TH AVE S												X	X	X	X	X	X	X	X	X	X	X	X					
2695	2822049199	26826 28TH AVE S												X	X	X	X	X	X	X	X	X	X	X	X					
1432	1397800040	26904 28TH AVE S												X	X	X	X	X	X	X	X	X	X	X	X					
1431	1397800030	Information Unavailable												X	X	X	X	X	X	X	X	X	X	X	X					
1430	1397800020	Information Unavailable												X	X	X	X	X	X	X	X	X	X	X	X					
1429	1397800010	Information Unavailable												X	X	X	X	X	X	X	X	X	X	X	X					
6042	7682800185	2600 S 272ND ST												X	X	X	X	X	X	X	X	X	X	X	X					
5201	7204800010	2450 S STAR LAKE RD												X	X	X	X	X	X	X	X	X	X	X	X					
2760	2908900220	26832 27TH PL S												X	X	X	X	X	X	X	X	X	X	X	X					
2761	2908900230	26834 27TH PL S												X	X	X	X	X	X	X	X	X	X	X	X					
7398	290890TRCT	Information Unavailable												X	X	X	X	X	X	X	X	X	X	X	X					
6466	7968200120	2718 S 275TH PL												X	X	X	X	X	X	X	X	X	X	X	X					
3086	3322049102	Information Unavailable												X	X	X	X	X	X	X	X	X	X	X	X					
3077	3322049089	2726 S STAR LAKE RD												X	X	X	X	X	X	X	X	X	X	X	X					
3024	3322049025	2930 S 284TH ST												X	X	X	X	X	X	X	X	X	X	X	X					

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
5482	7303200490	3007 S 284TH ST												X	X	X	X	X	X	X	X	X	X	X	X					
3067	3322049069	Information Unavailable												X	X	X	X	X	X	X	X	X	X	X	X					
0323	0421049155	3001 S 288TH ST												X	X	X	X	X	X	X	X	X	X	X	X					
0263	0421049077	2902 S 298TH ST												X	X	X	X	X	X	X	X	X	X	X	X					
5430	7263200025	Information Unavailable												X	X	X	X	X	X	X	X	X	X	X	X					
0344	0421049188	30012 MILITARY RD S												X	X	X	X	X	X	X	X	X	X	X	X					
3806	4013200006	30432 MILITARY RD S												X	X	X	X	X	X	X	X	X	X	X	X					
0735	0921049098	30418 MILITARY RD S												X	X	X	X	X	X	X	X	X	X	X	X					
0734	0921049096	30614 28TH AVE S												X	X	X	X	X	X	X	X	X	X	X	X					
0794	0921049182	30642 28TH AVE S												X	X	X	X	X	X	X	X	X	X	X	X					
0795	0921049183	30646 28TH AVE S												X	X	X	X	X	X	X	X	X	X	X	X					
0851	0921049251	30802 28TH AVE S												X	X	X	X	X	X	X	X	X	X	X	X					
0893	0921049311	2834 S 308TH LN												X	X	X	X	X	X	X	X	X	X	X	X					
0894	0921049312	2840 S 308TH LN												X	X	X	X	X	X	X	X	X	X	X	X					
0897	0921049315	2839 S 308TH LN												X	X	X	X	X	X	X	X	X	X	X	X					
7385	092104TRCT	Information Unavailable												X	X	X	X	X	X	X	X	X	X	X	X					
0815	0921049210	31218 28TH AVE S												X	X	X	X	X	X	X	X	X	X	X	X					
0774	0921049151	31524 28TH AVE S												X	X	X	X	X	X	X	X	X	X	X	X					
0845	0921049245	31612 28TH AVE S												X	X	X	X	X		X	X	X	X	X						
0797	0921049185	31720 GATEWAY CENTER BLVD S												X	X	X	X	X	X	X	X	X	X	X	X					
0902	0921049321	2440 S 317TH ST												X	X	X	X	X		X	X	X	X	X						
6119	7790000005	3101 S 240TH ST													X					X	X	X	X	X	X					
4966	5514000020	Information Unavailable													X	X				X	X	X		X	X					
4970	5514000060	Information Unavailable													X					X	X	X	X	X	X					
2180	2222049168	Information Unavailable													X					X	X	X		X	X					
1809	1951500105	25422 31ST AVE S															X						X							
0764	0921049137	31885 GATEWAY CENTER BLVD S																X						X						

TABLE D4.1-1

Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	SR 99 Alternative	216th West Station	216th East Station	KDM-HC Campus Station	KDM-HC from 216th W Station	KDM East Station	KDM Median Station	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station	I-5 Alternative	KDM At-Grade Station	KDM SR 99 Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	SR 99 to I-5 Alternative	S 216th West Station	S 216th East Station	Landfill Median	FWTC I-5 Station	S 320th P&R Station	I-5 to SR 99 Alternative	S 260th West Station	S 260th East Station	272nd Redondo Trench Station	FWTC SR 99 Station
0692	0921049030	31740 23RD AVE S																X						X						
0694	0921049035	31920 GATEWAY CENTER BLVD S																X						X						
0789	0921049172	2420 S 320TH ST																X						X						
0868	0921049276	2400 S 320TH ST																X						X						
7472	0921049272	2302 S 320TH ST																X						X						
7499	7978200525	2415 S 320TH ST																	X						X					
8021	7978200550	2600 S 320TH ST																	X						X					
8002	7978200540	32124 25TH AVE S																	X						X					
8000	7978200526	2500 S 320TH ST																	X						X					
8019	1621049037	2041 S 324TH ST																	X						X					
2305	2500600270	23205 30TH AVE S																		X	X	X	X	X	X					
2375	2500600440	23828 30TH AVE S																		X	X	X	X	X	X					
2376	2500600441	23850 30TH AVE S																		X	X	X	X	X	X					
2377	2500600445	3030 S 240TH ST																		X	X	X	X	X	X					
2359	2500600395	23408 30TH AVE S																								X	X	X	X	X
2360	2500600396	23410 30TH AVE S																								X	X	X	X	X
2361	2500600400	Information Unavailable																								X	X	X	X	X

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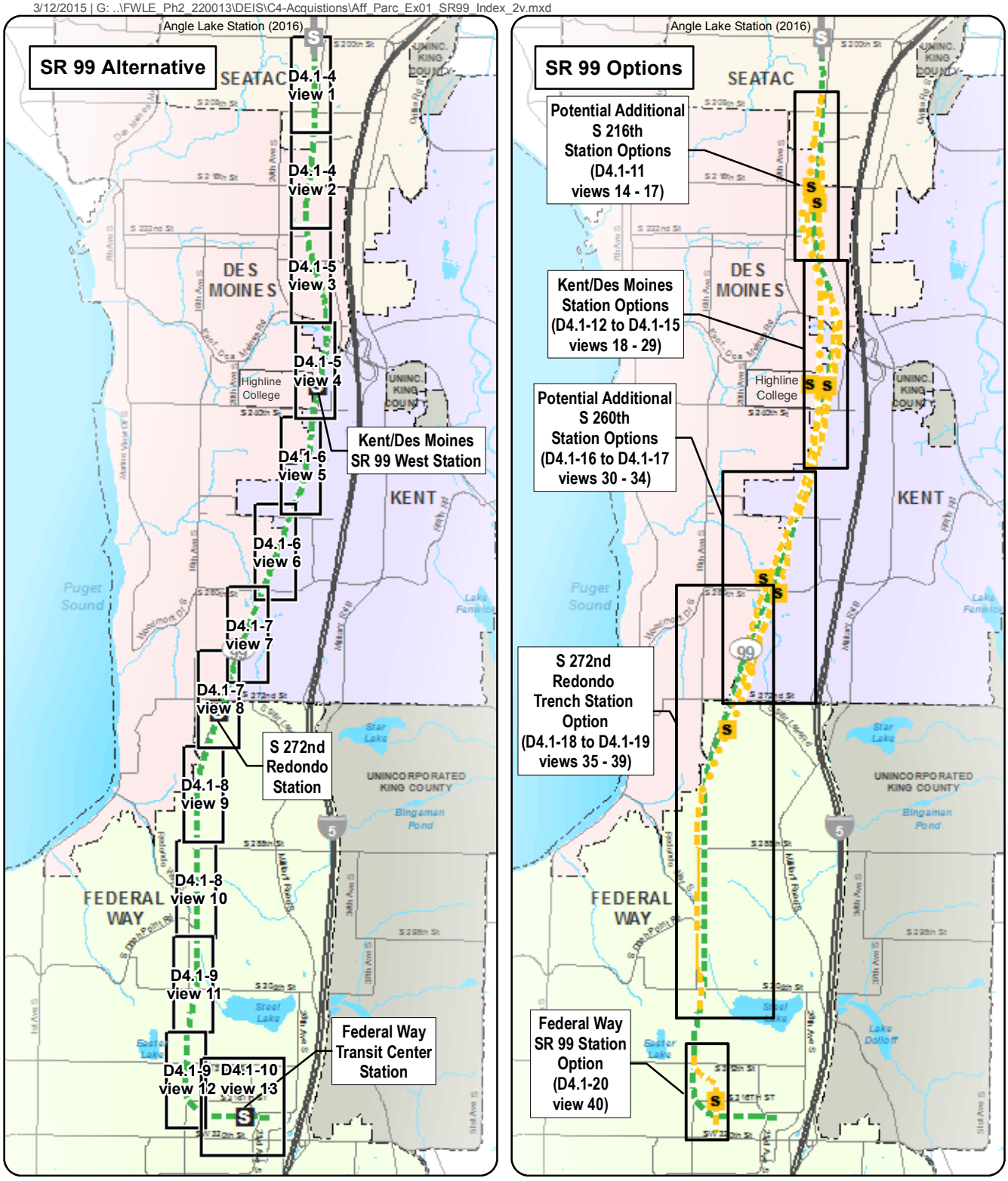


SR 99 Alternative
- Elevated
- Station

Options
- Elevated
- At-Grade
- Trench
- Station

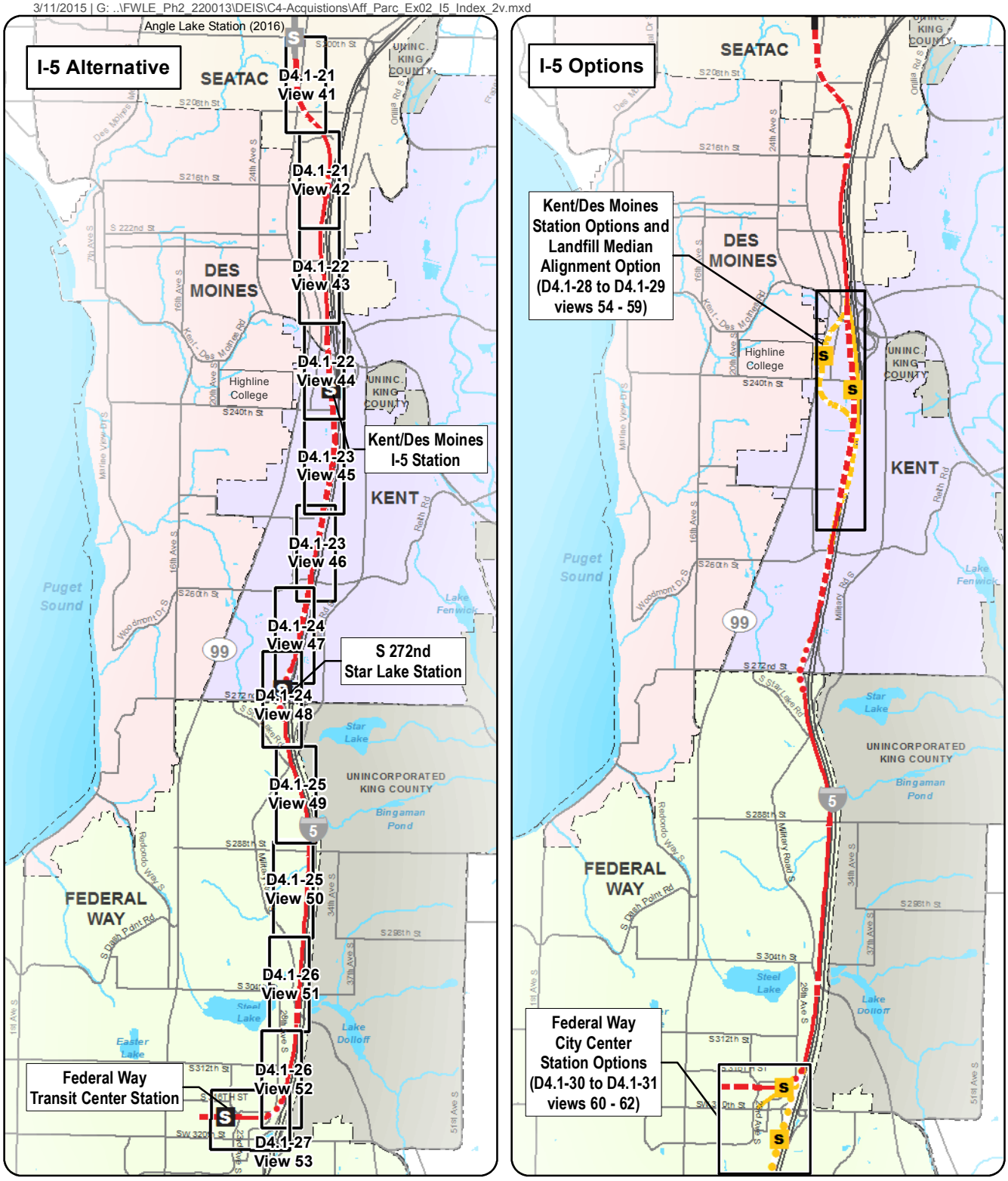
- City Boundary
- Street
- Stream
- View Area

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2013).

N

0 0.5 1 2 Miles

EXHIBIT D4.1-1
SR 99 Alternative and Options Index
Affected Parcels
Federal Way Link Extension



I-5 Alternative
- Elevated
- At-Grade
- Trench
- Station

Options
- Elevated
- At-Grade
- Trench
- Station

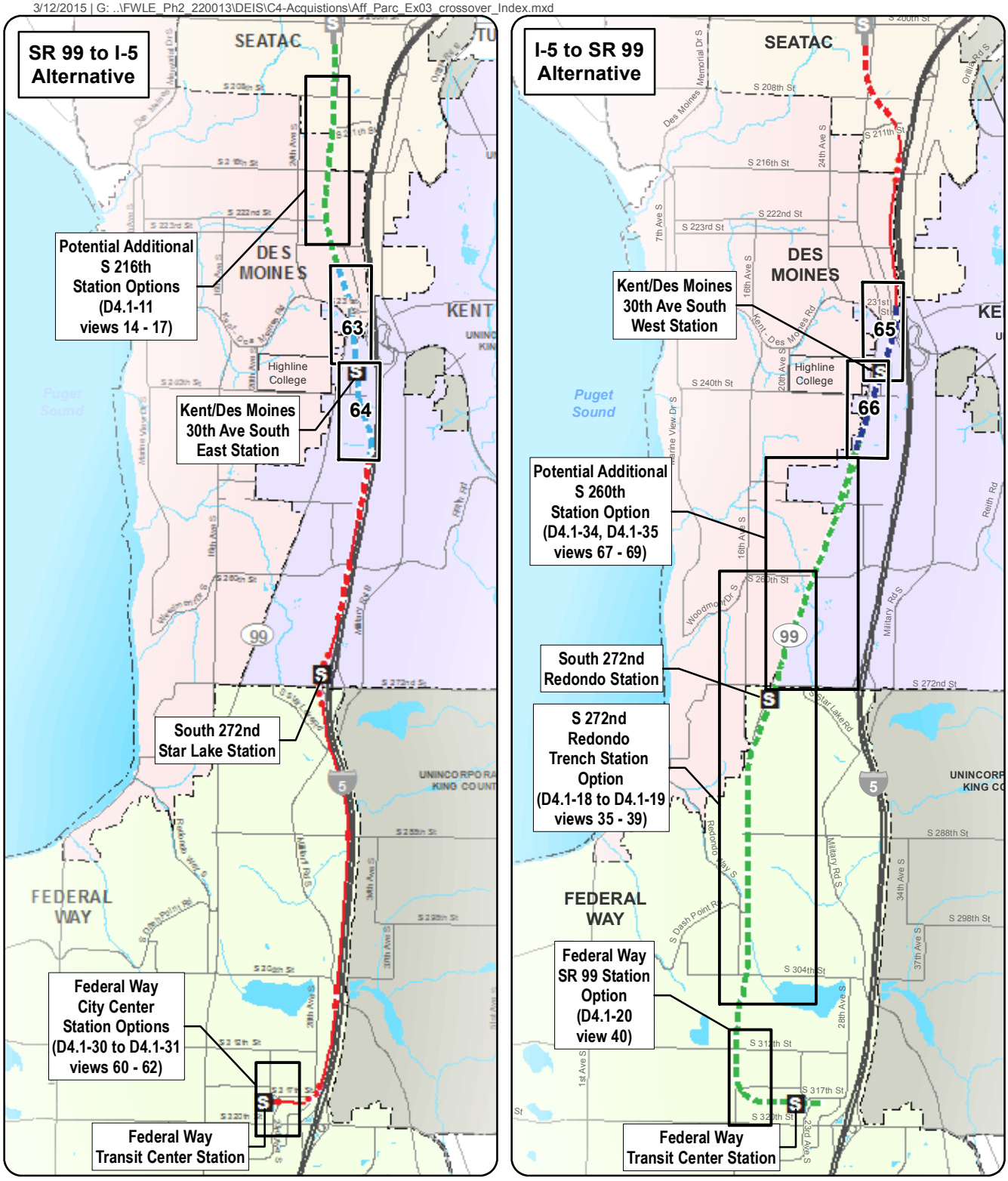
- City Boundary
- Street
- Stream
- Waterbody
- View Area

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2013).

N

0 0.5 1 2 Miles

EXHIBIT D4.1-2
I-5 Alternative and Options Index
Affected Parcels
Federal Way Link Extension



SR 99 Alternative
- Elevated

I-5 Alternative
- Elevated
- At-Grade
- Trench

SR 99 to I-5 Alternative
- Elevated

I-5 to SR 99 Alternative
- Elevated
- Station

- City Boundary
- Street
- Stream
- Waterbody
- View Area

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2013).

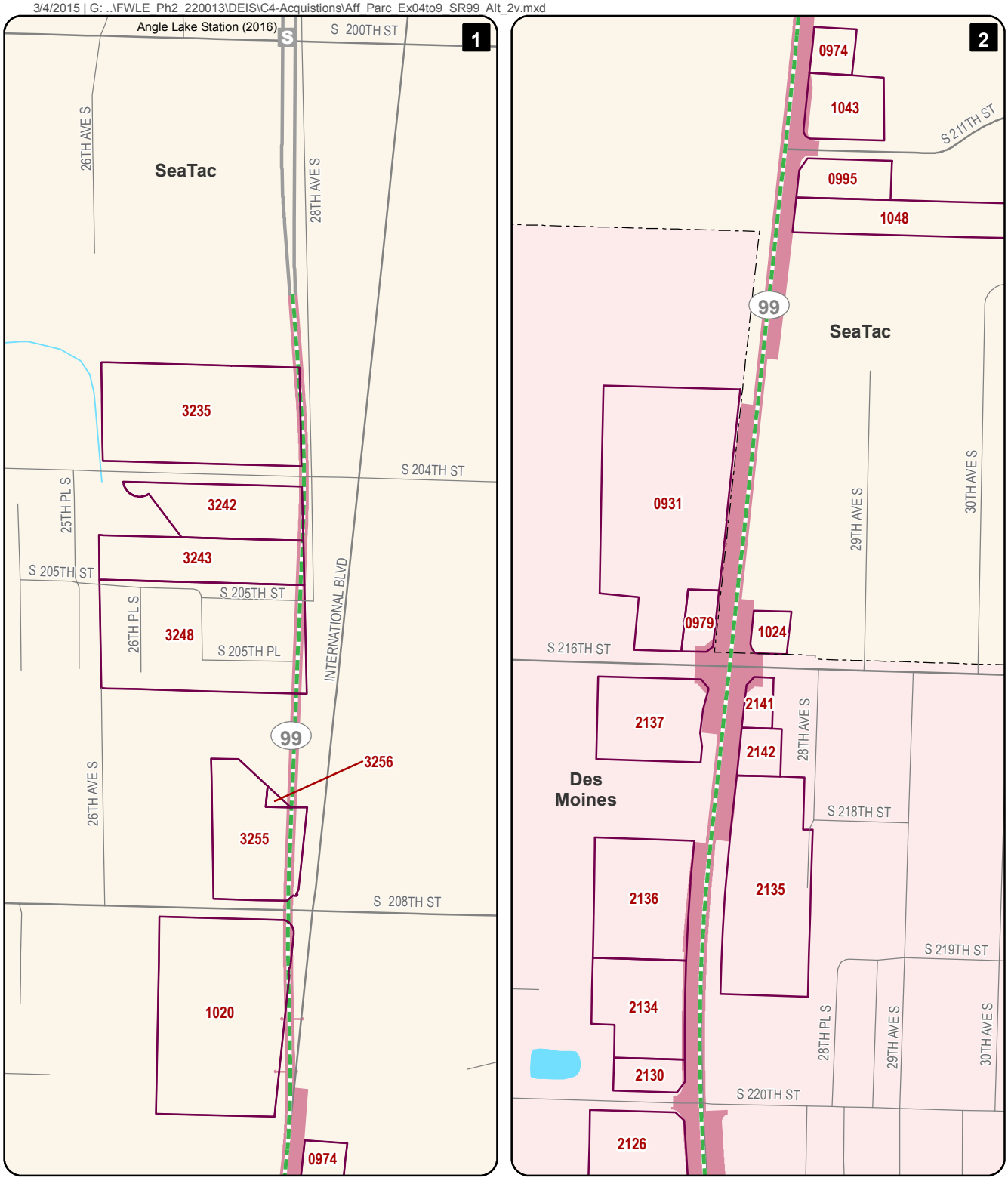
N

0 0.5 1 2 Miles

EXHIBIT D4.1-3

SR 99 to I-5 and I-5 to SR 99 Alternatives Indices
Affected Parcels

Federal Way Link Extension



LEGEND

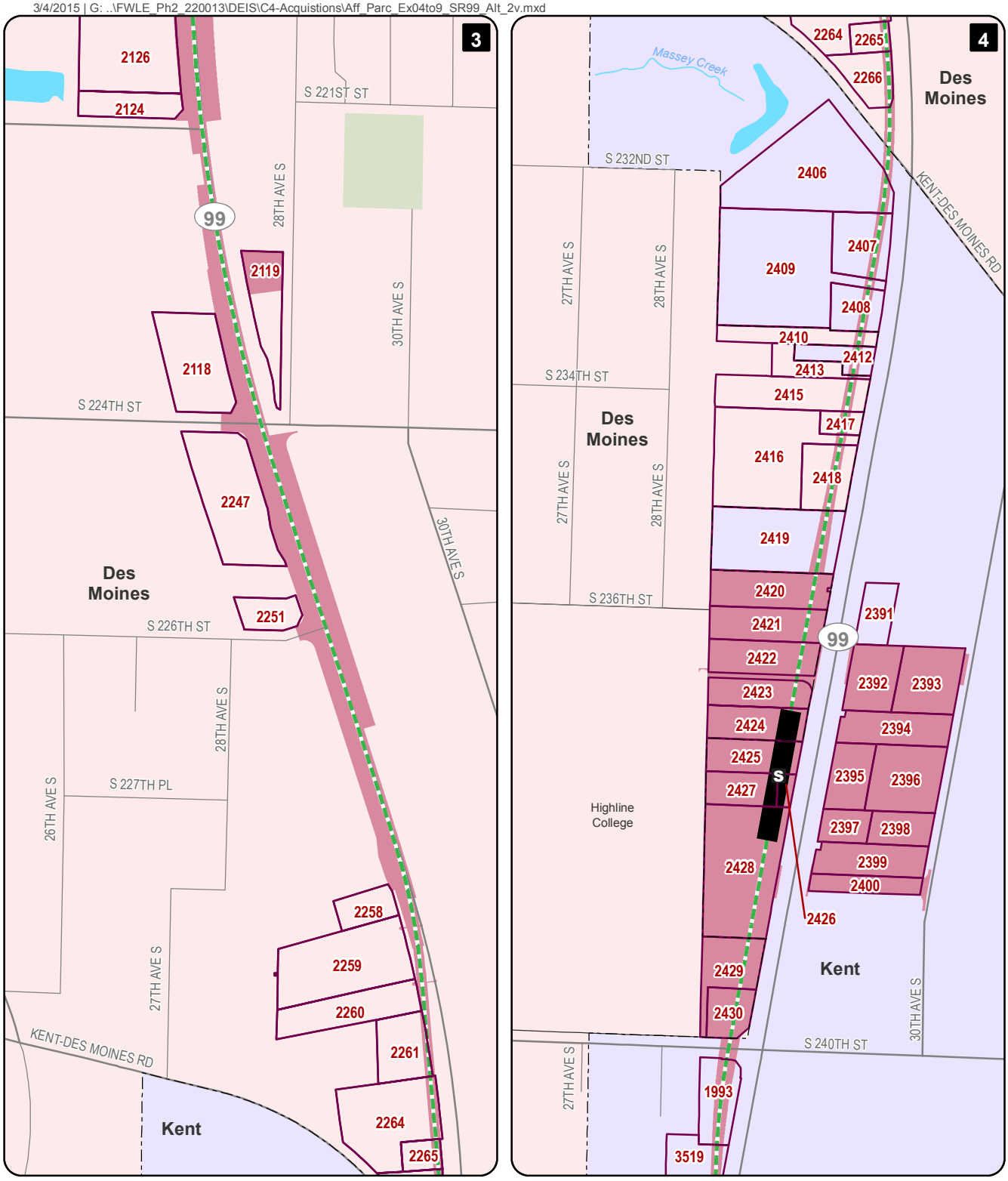
SR 99 Alternative
- Elevated
- Station
- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space
- Permanent Footprint
- Affected Parcel

Data Sources: King County, Cities of Des Moines, SeaTac (2013).

N

0 220 440 880 Feet

EXHIBIT D4.1-4
SR 99 Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

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

Data Sources: King County, Cities of Des Moines, Kent (2013).

N

0 220 440 880 Feet

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

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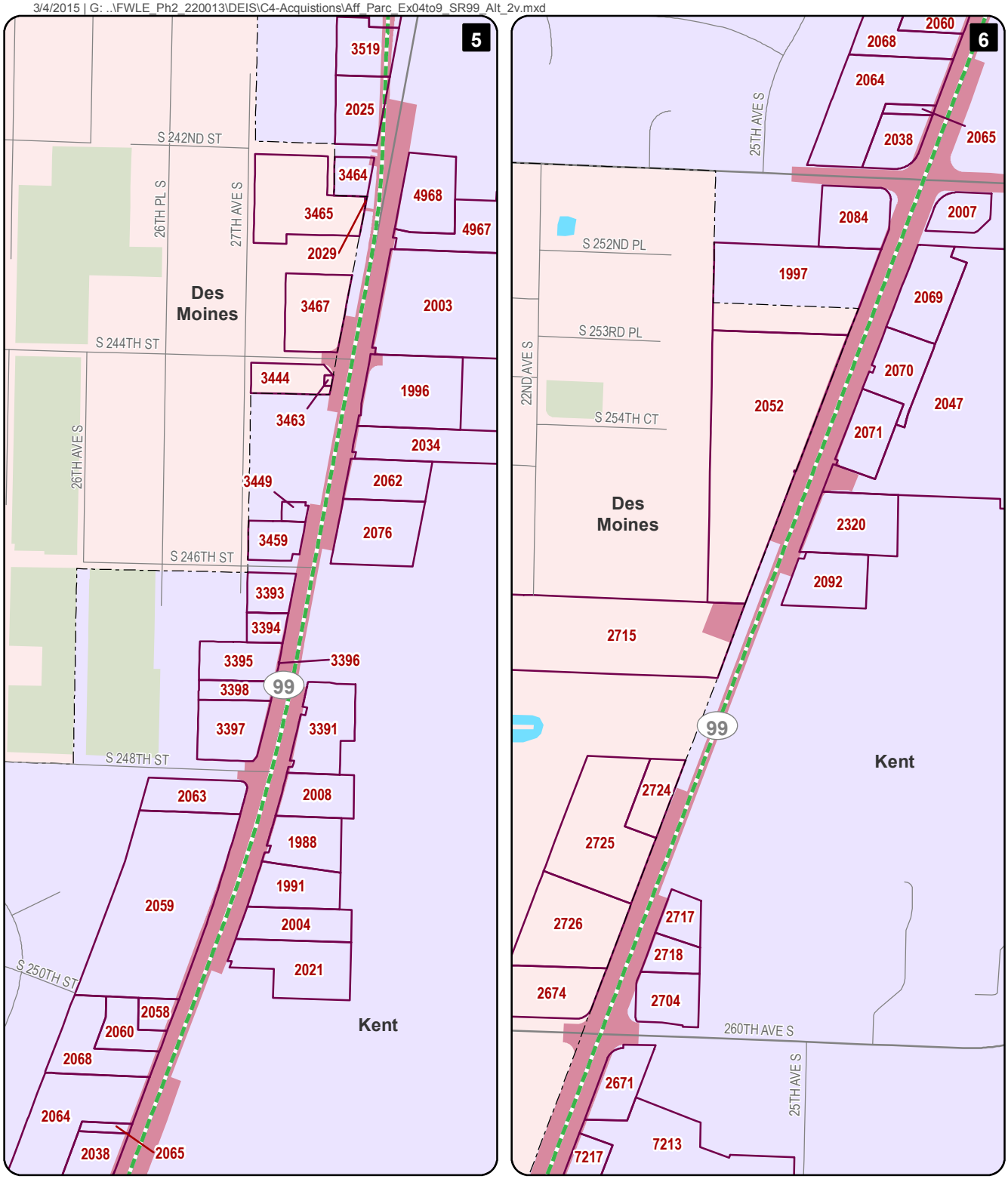


LEGEND

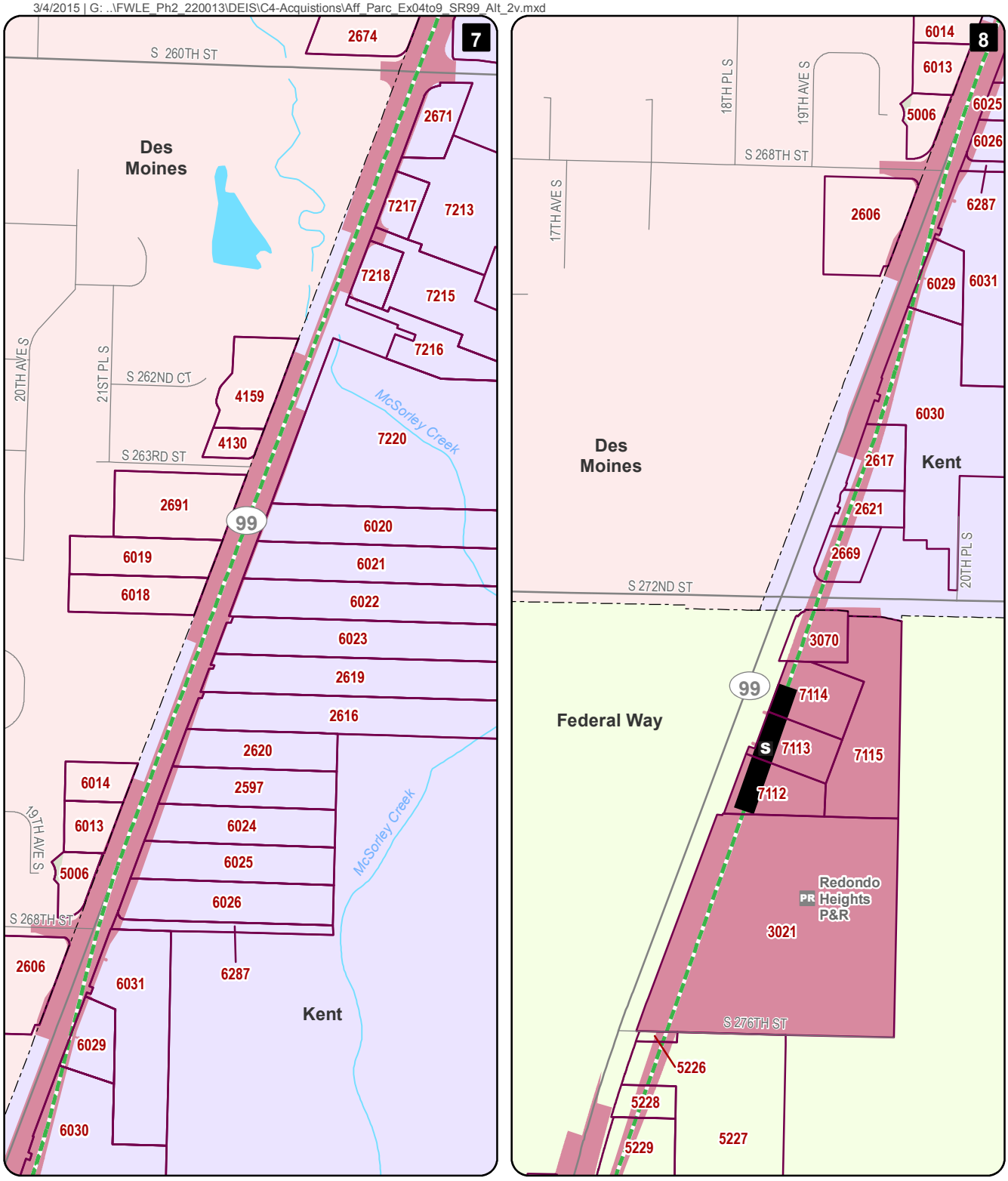
SR 99 Alternative
- Elevated
- Station
- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space
- Permanent Footprint
- Affected Parcel

Data Sources: King County, Cities of Des Moines, Kent (2013).

N

0 220 440 880 Feet

EXHIBIT D4.1-6
SR 99 Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

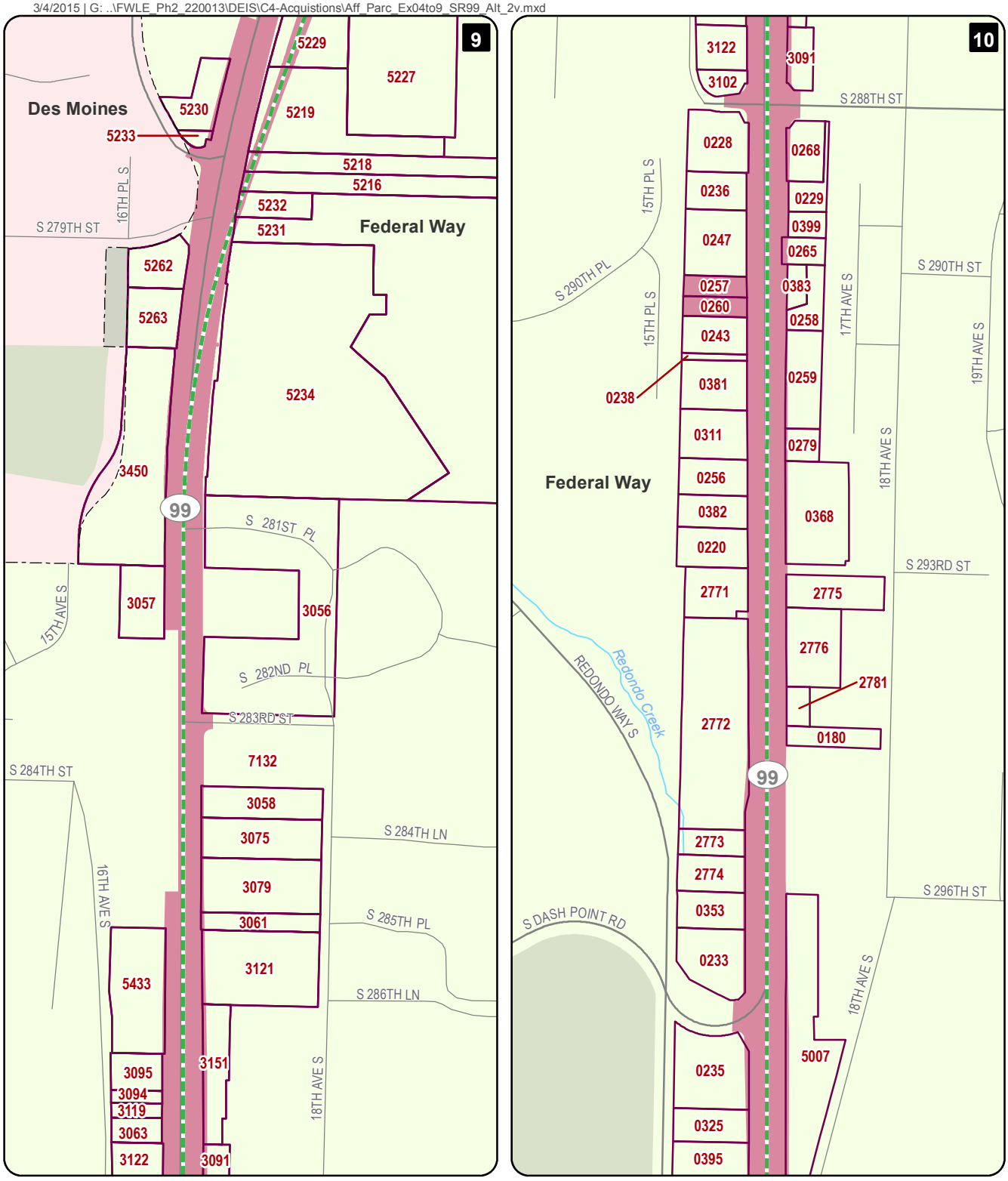
SR 99 Alternative
- Elevated
- S Station
- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space
- Permanent Footprint
- Affected Parcel

Data Sources: King County, Cities of Des Moines, Federal Way, Kent (2013).

N

0 220 440 880 Feet

EXHIBIT D4.1-7
SR 99 Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

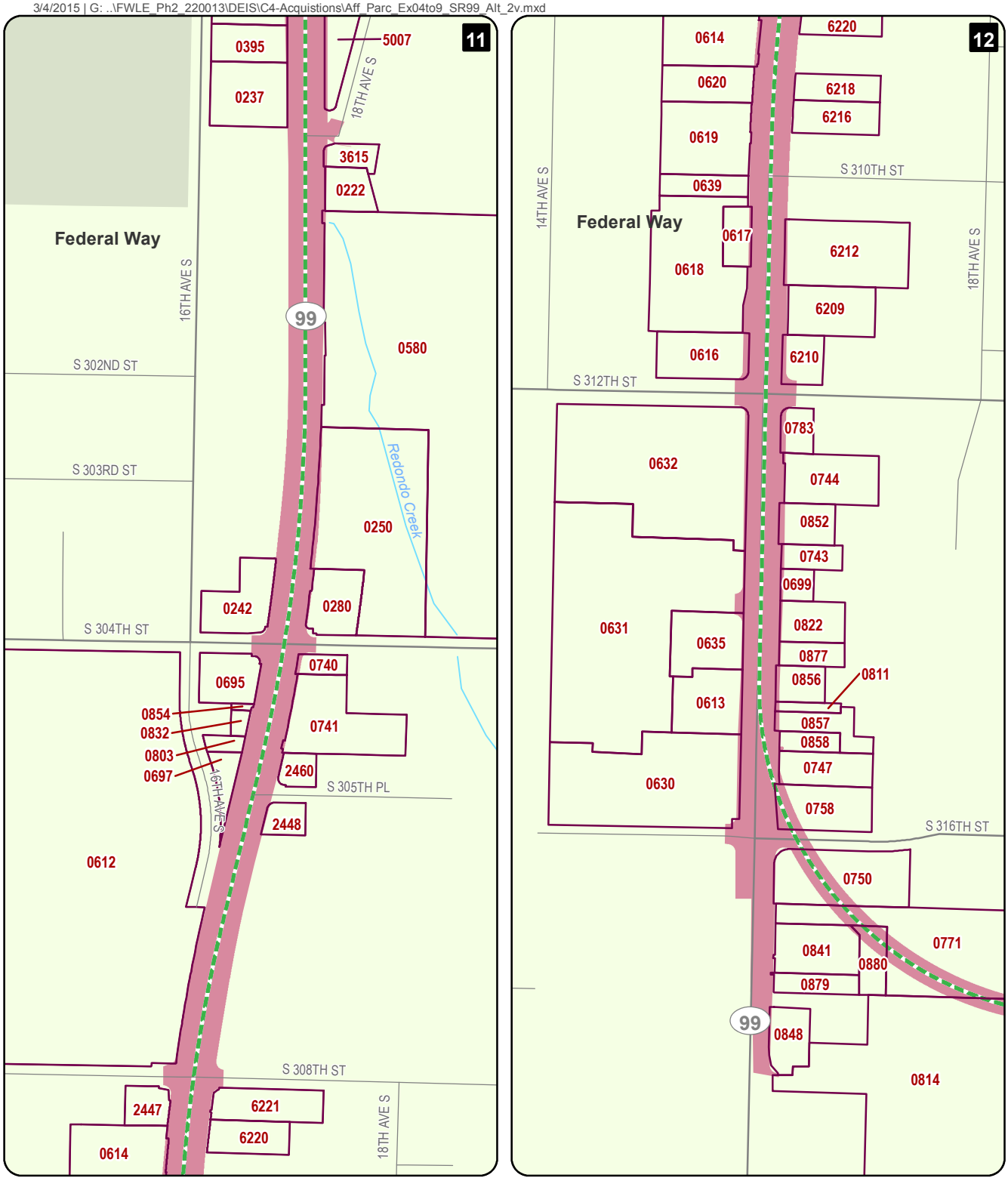
SR 99 Alternative
- Elevated
- Station
- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space
- Permanent Footprint
- Affected Parcel

Data Sources: King County, Cities of Des Moines, Federal Way (2013).

N

0 220 440 880 Feet

EXHIBIT D4.1-8
SR 99 Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

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

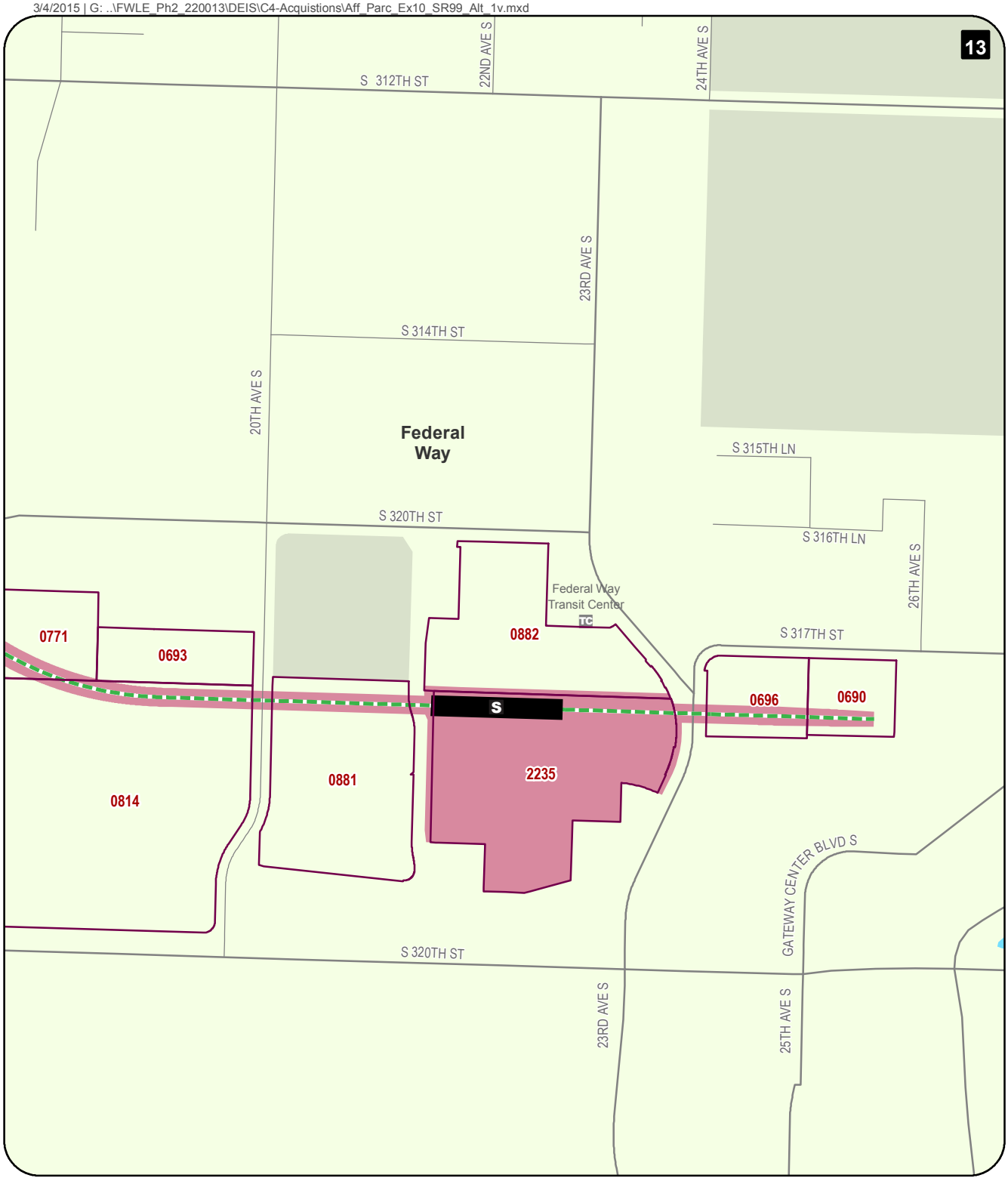
Data Sources: King County, Federal Way, Kent, SeaTac (2013).

N

0 220 440 880 Feet

EXHIBIT D4.1-9
SR 99 Alternative
Affected Parcels
Federal Way Link Extension

3/4/2015 | G: ..\FWLE_Ph2_220013\DEIS\C4-Acquistions\Aff_Parc_Ex10_SR99_Alt_1v.mxd



LEGEND

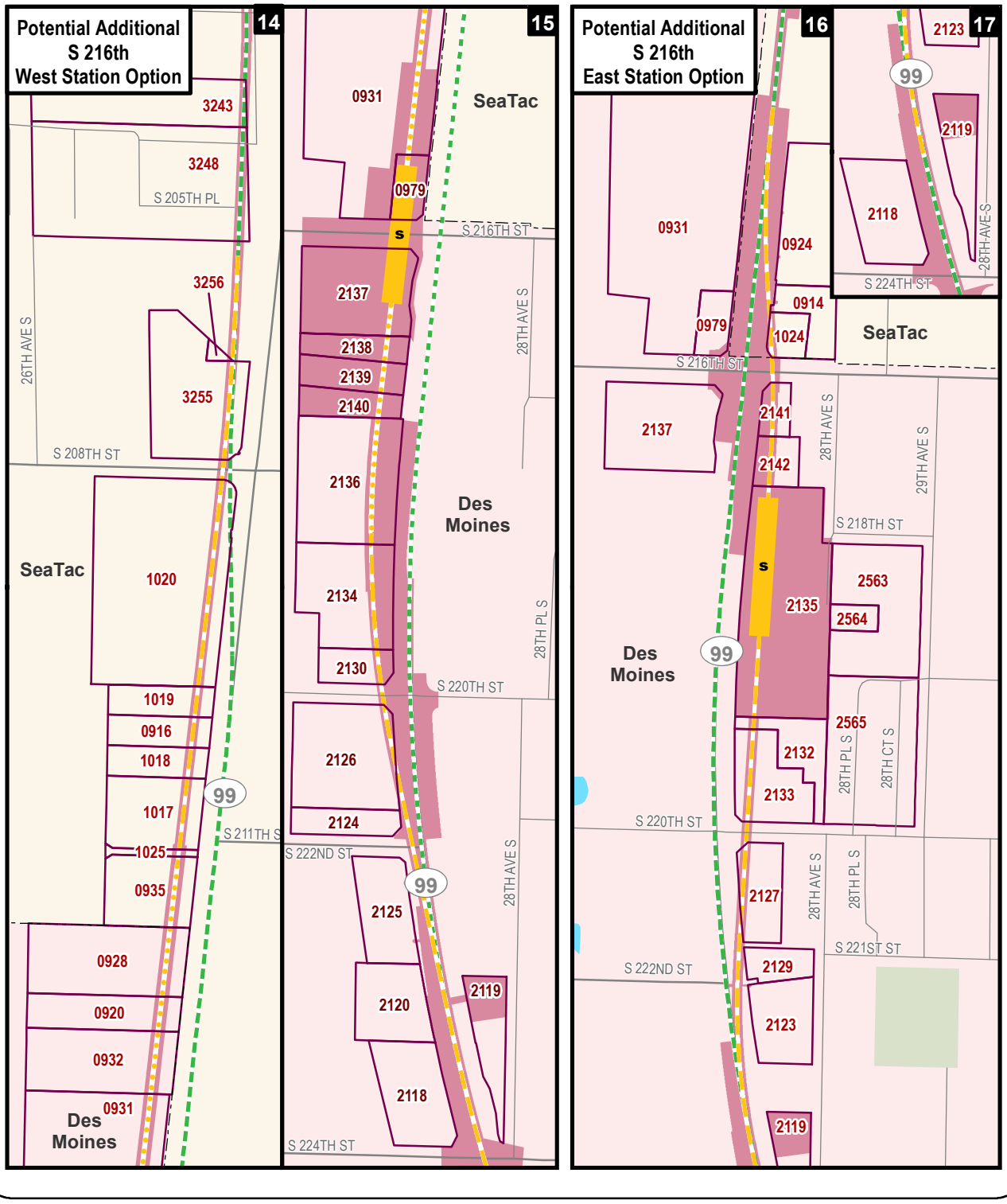
SR 99 Alternative
- Elevated
- S Station
- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space
- Permanent Footprint
- Affected Parcel

Data Sources: King County, City of Federal Way (2013).

N

0 220 440 880 Feet

EXHIBIT D4.1-10
SR 99 Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

SR 99 Alternative
- Elevated

Options
- Elevated
- Trench
- S Station

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

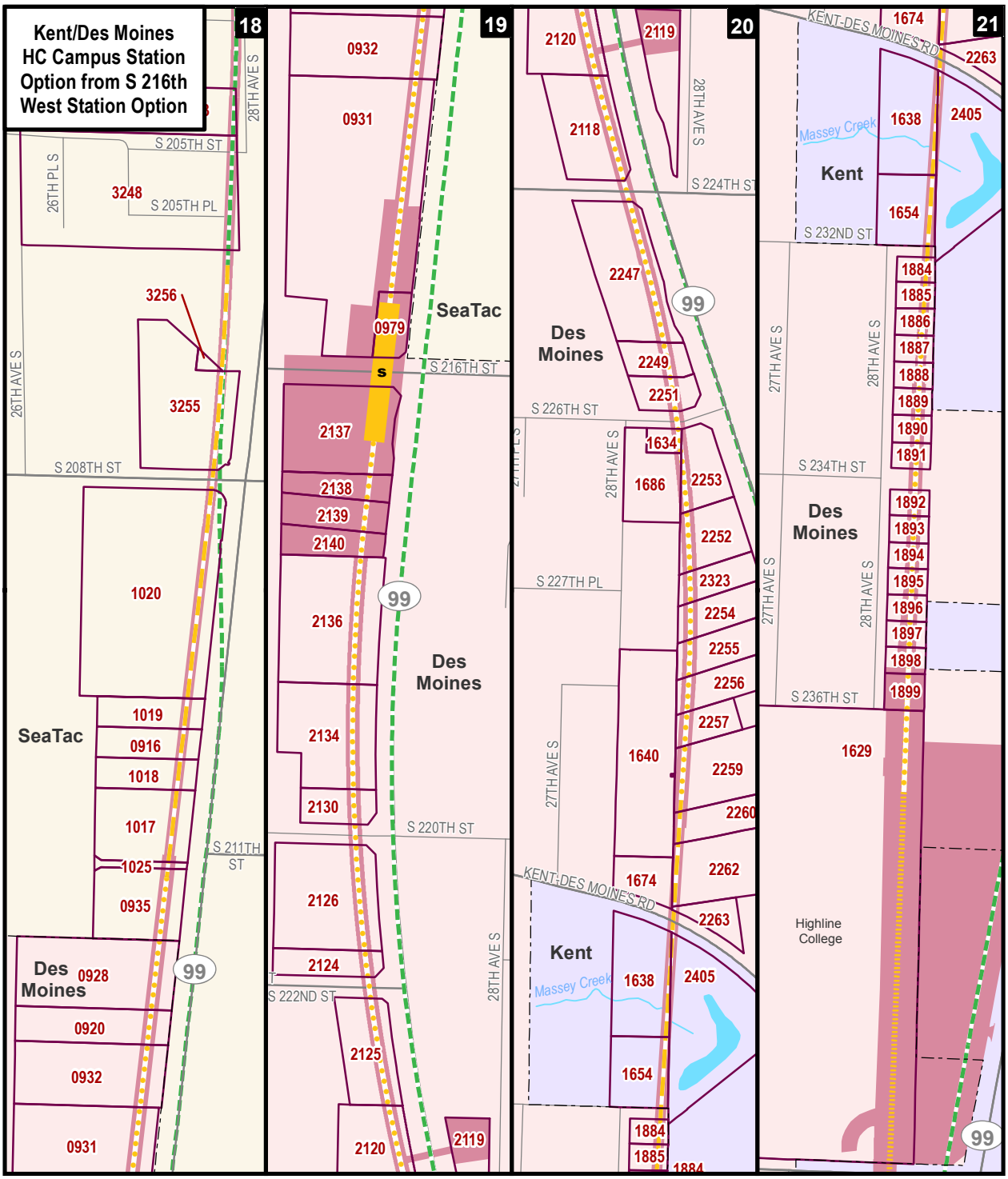
- Permanent Footprint
- Affected Parcel

Data Sources: King County, Cities of Seatac, Des Moines (2013).

N

0 220 440 880 Feet

EXHIBIT D4.1-11
SR 99 Alternative S 216th Station Options
Affected Parcels
Federal Way Link Extension



LEGEND

SR 99 Alternative
- Elevated

Options
- Elevated
- Trench
- Connecting Option
- S Station

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

- Permanent Footprint
- Affected Parcel

Data Sources: King County, Cities of Seatac, Des Moines, Kent (2013).

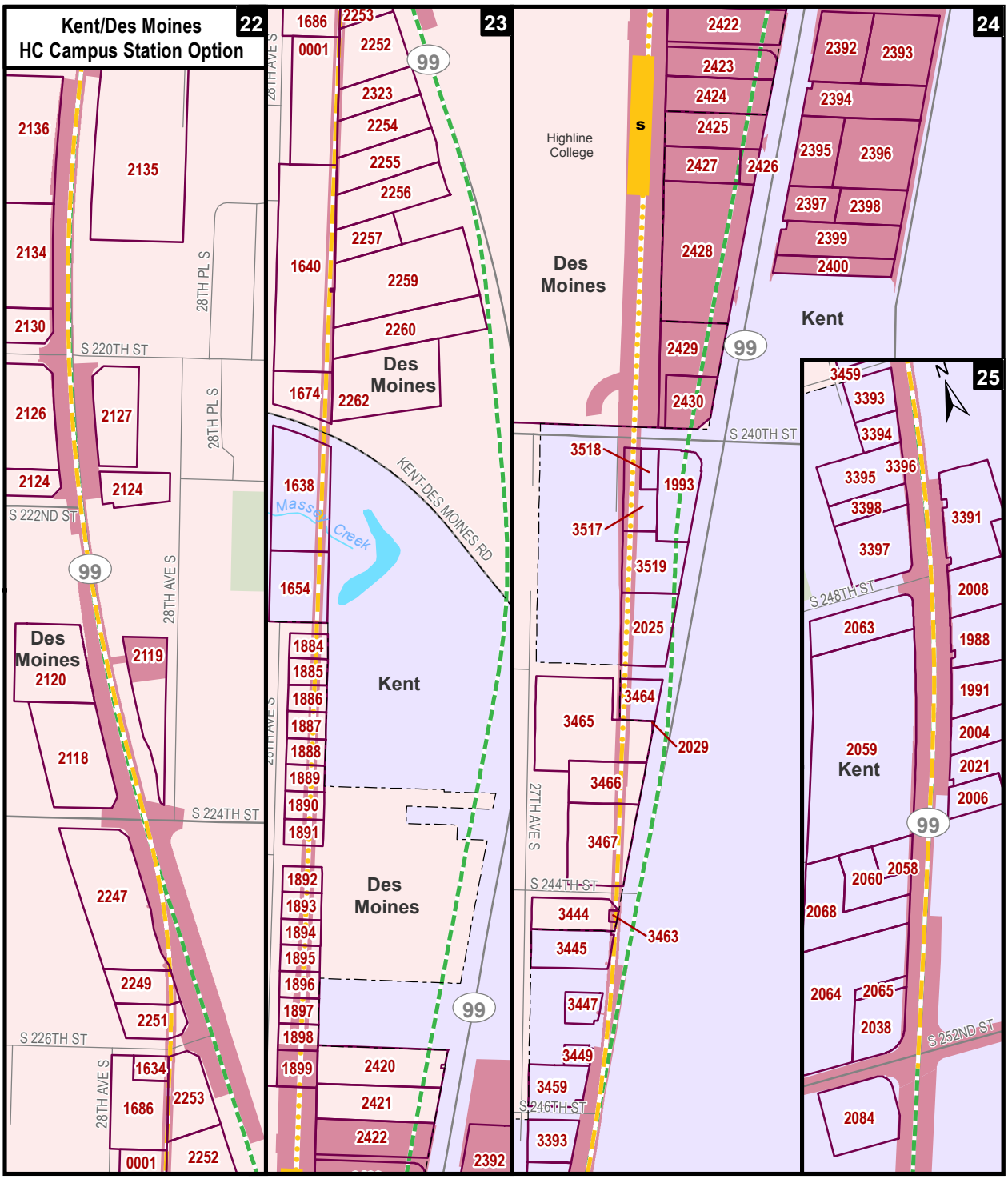
N

0 220 440 880 Feet

EXHIBIT D4.1-12

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

Federal Way Link Extension



LEGEND

SR 99 Alternative
- Elevated

Options
- Elevated
- Trench
- Station

- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space
- Permanent Footprint
- Affected Parcel

Data Sources: King County, Cities of Des Moines, Kent (2013).

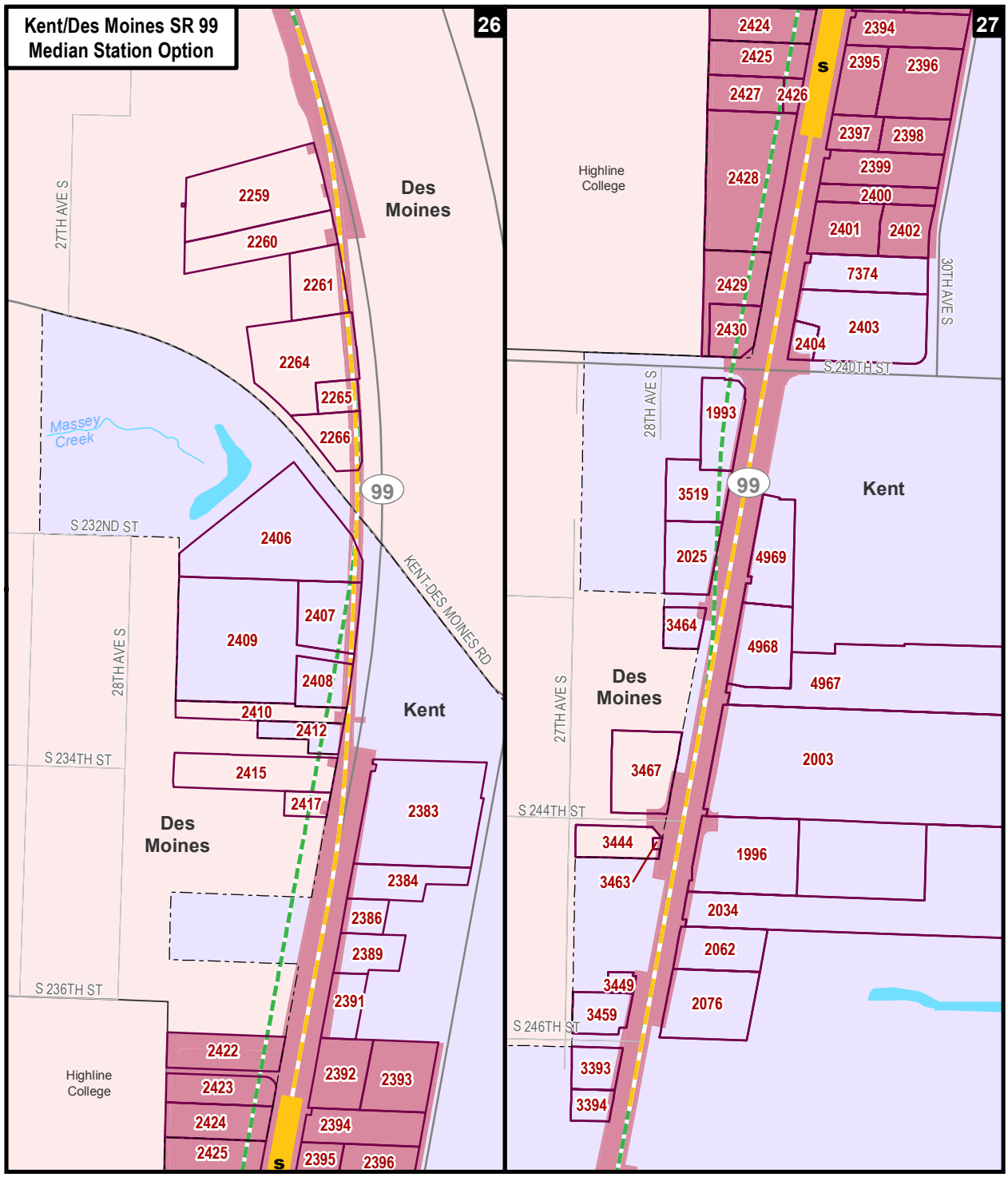
N

0 220 440 880 Feet

EXHIBIT D4.1-13

SR 99 Alternative Kent/Des Moines HC Campus Station Option
Affected Parcels

Federal Way Link Extension



LEGEND

SR 99 Alternative
- Elevated

Options
- Elevated
- S Station

- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space
- Permanent Footprint
- Affected Parcel

Data Sources: King County, Cities of Des Moines, Kent (2013).

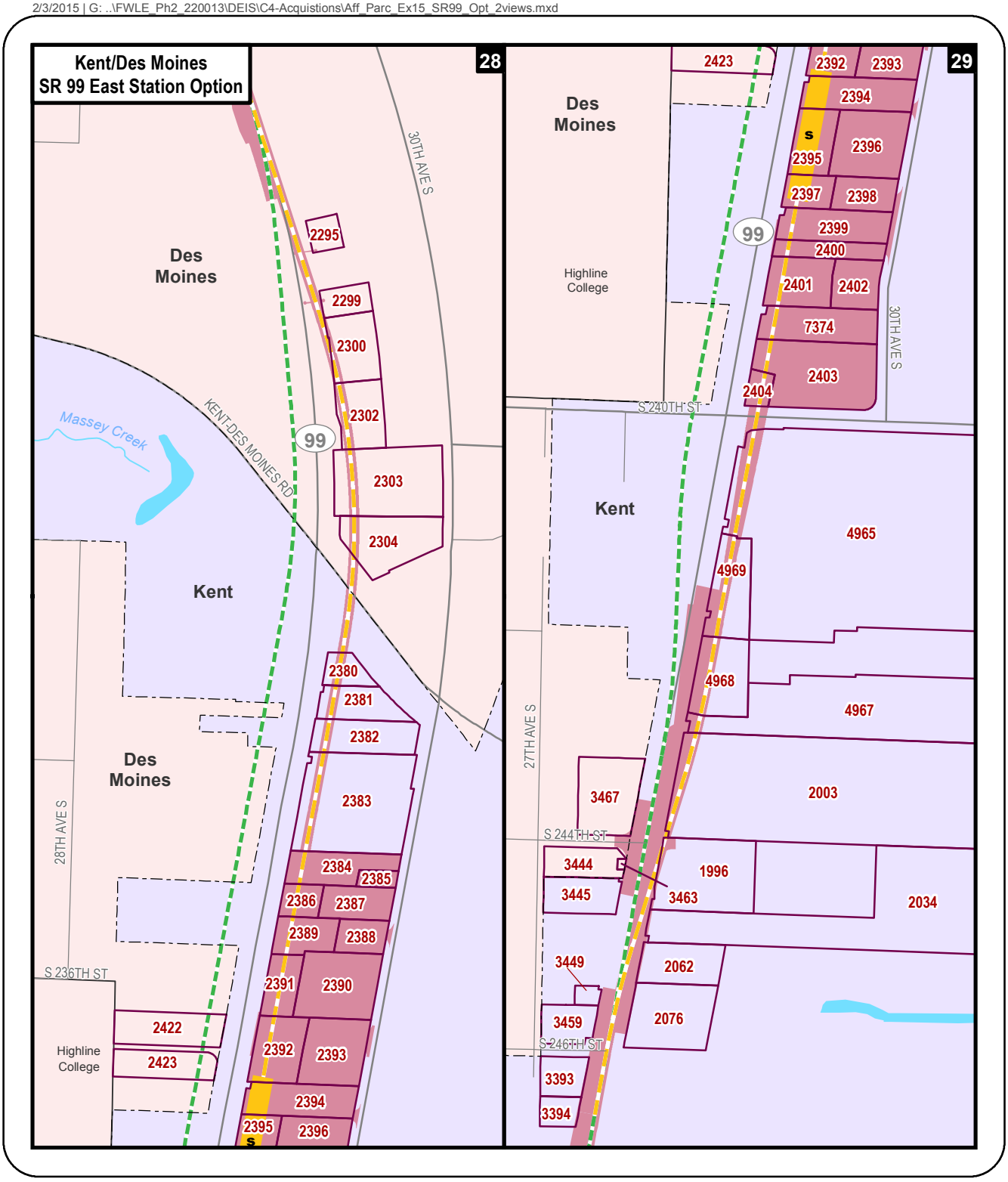
N

0 220 440 880 Feet

EXHIBIT D4.1-14

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

Federal Way Link Extension



LEGEND

SR 99 Alternative
- Elevated

Options
- Elevated
- S Station

- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space
- Permanent Footprint
- Affected Parcel

Data Sources: King County, Cities of Des Moines, Kent (2013).

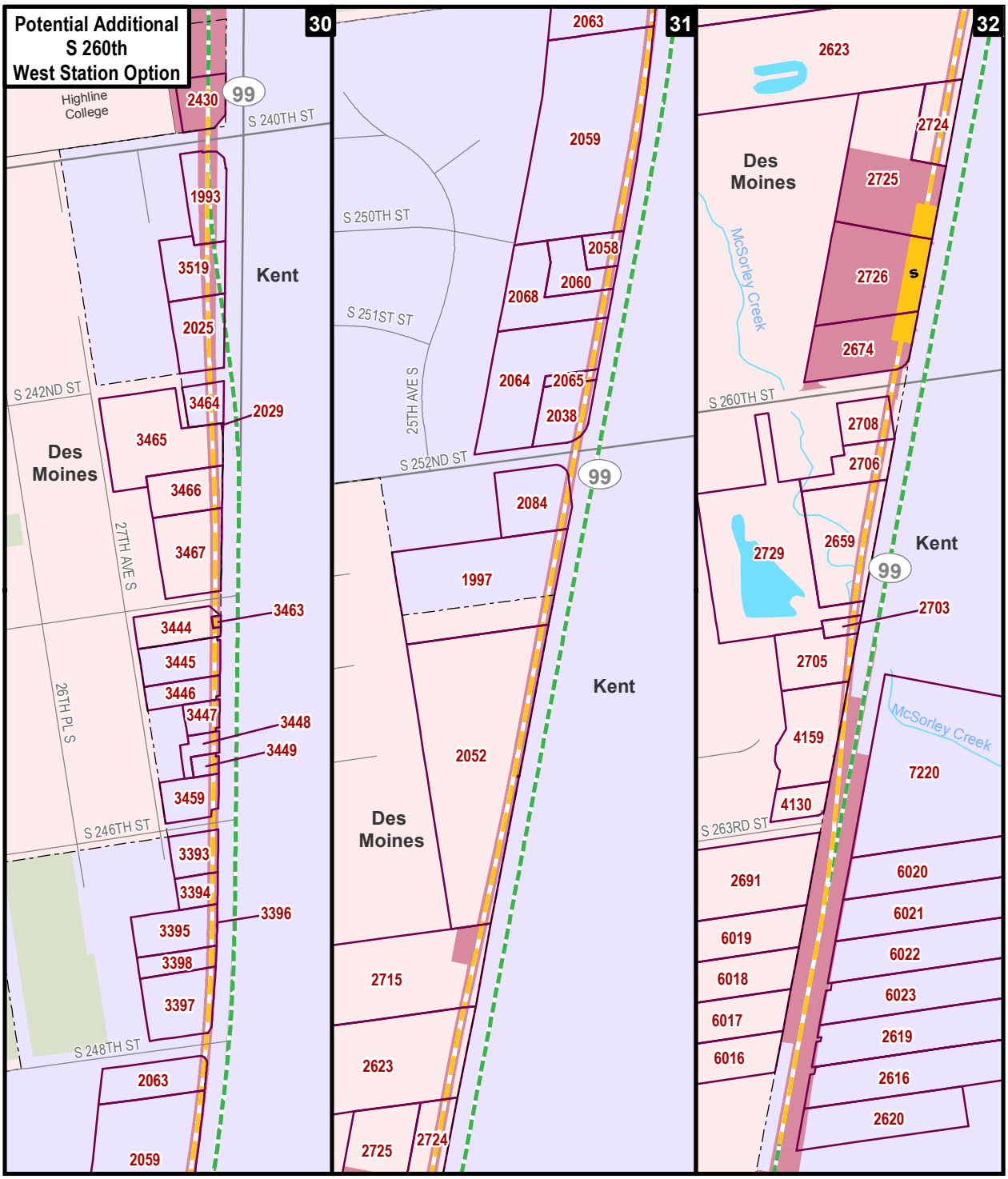
N

0 220 440 880 Feet

EXHIBIT D4.1-15

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

Federal Way Link Extension



LEGEND

SR 99 Alternative
- Elevated

Options
- Elevated
- S Station

- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space
- Permanent Footprint
- Affected Parcel

Data Sources: King County, Cities of Des Moines, Kent(2013).

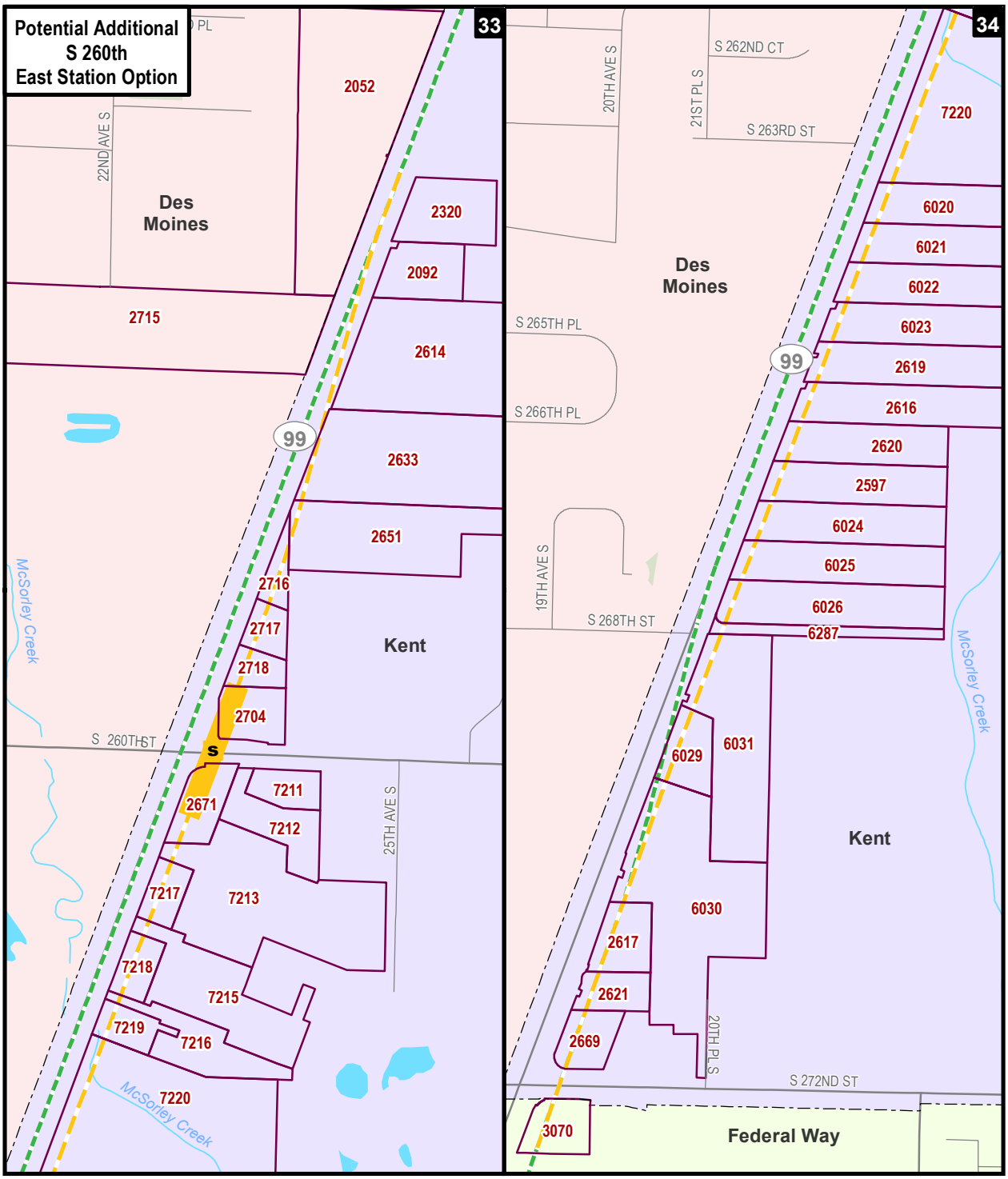
N

0 220 440 880 Feet

EXHIBIT D4.1-16

SR 99 Alternative S 260th West Station Option
Affected Parcels

Federal Way Link Extension



LEGEND

SR 99 Alternative
- Elevated

Options
- Elevated
- S Station

- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space
- Permanent Footprint
- Affected Parcel

Data Sources: King County, Cities of Des Moines, Kent, Federal Way (2013).

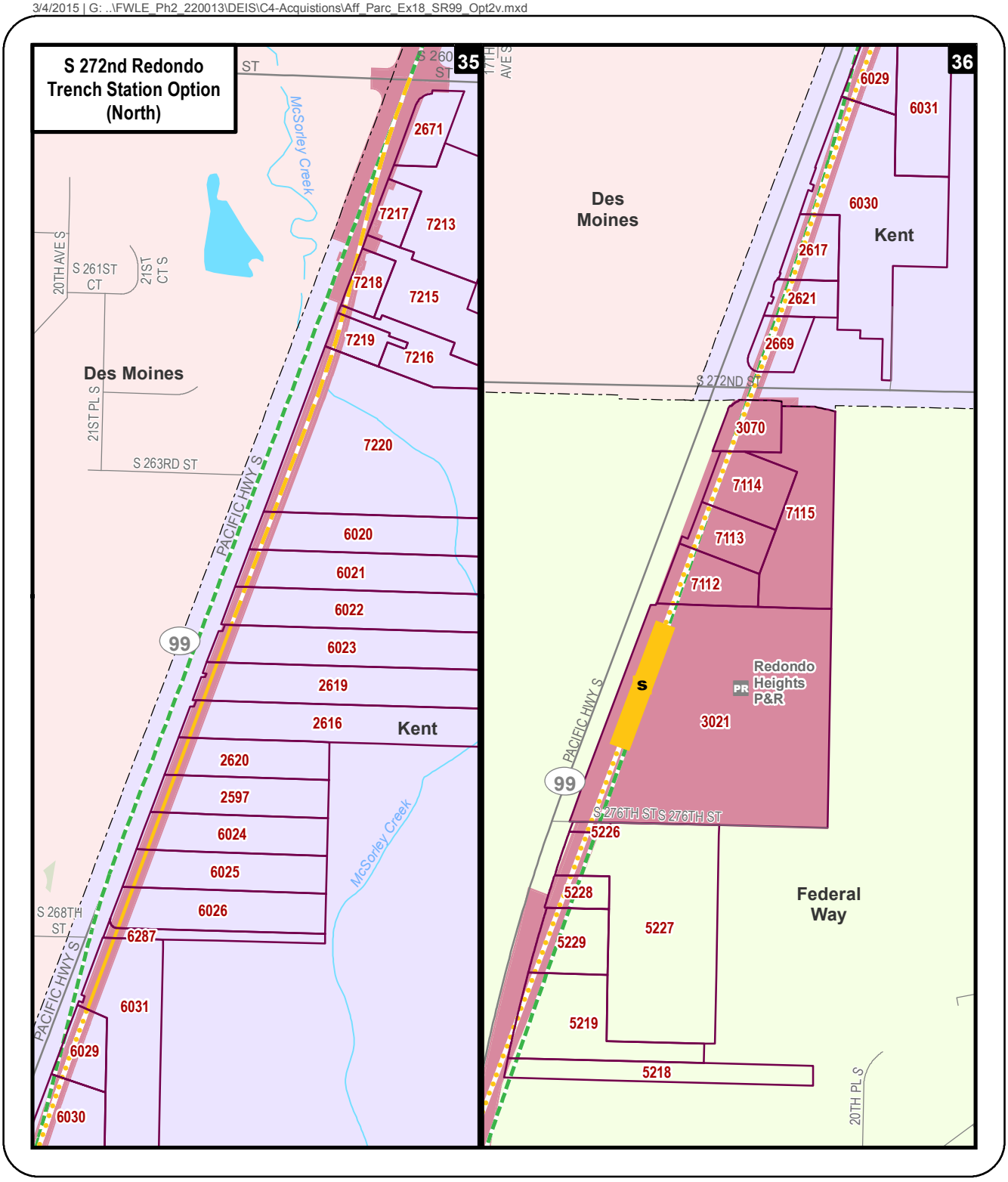
N

0 220 440 880 Feet

EXHIBIT D4.1-17

SR 99 Alternative S 260th East Station Option
Affected Parcels

Federal Way Link Extension



LEGEND

SR 99 Alternative	Options		
Elevated	Elevated	City Boundary	Permanent Footprint
	At-Grade	Street	Affected Parcel
	Trench	Stream	
	Station	Waterbody	
		Park / Open Space	

Data Sources: King County, Cities of Des Moines, Federal Way, Kent (2013).

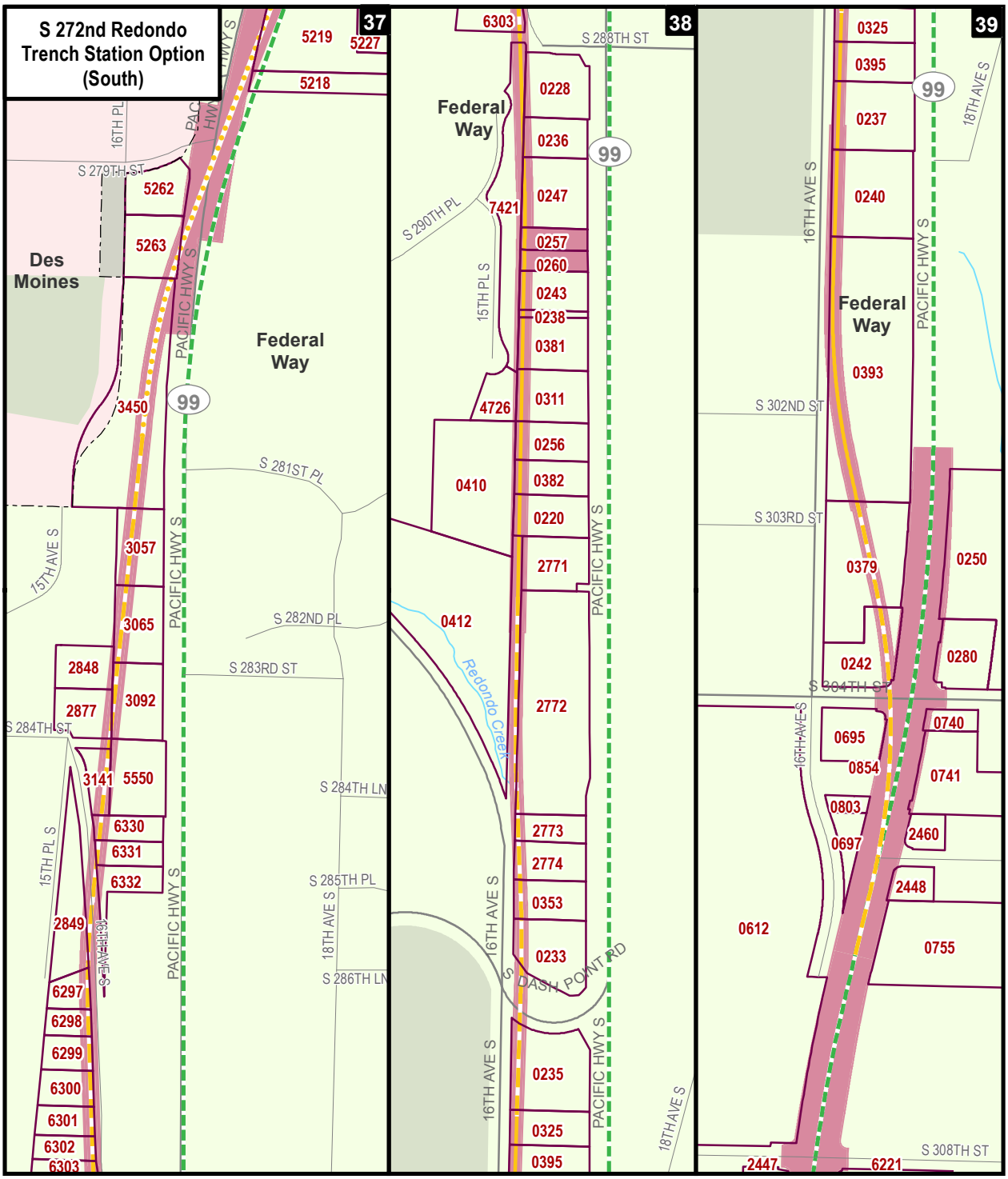
N

0 220 440 880 Feet

EXHIBIT D4.1-18

SR 99 Alternative S 272nd Redondo Trench Station Option
Affected Parcels

Federal Way Link Extension



LEGEND

SR 99 Alternative
- Elevated

Options
- Elevated
- At-Grade
- Trench

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

- Permanent Footprint
- Affected Parcel

Data Sources: King County, Cities of Des Moines, Federal Way (2013).

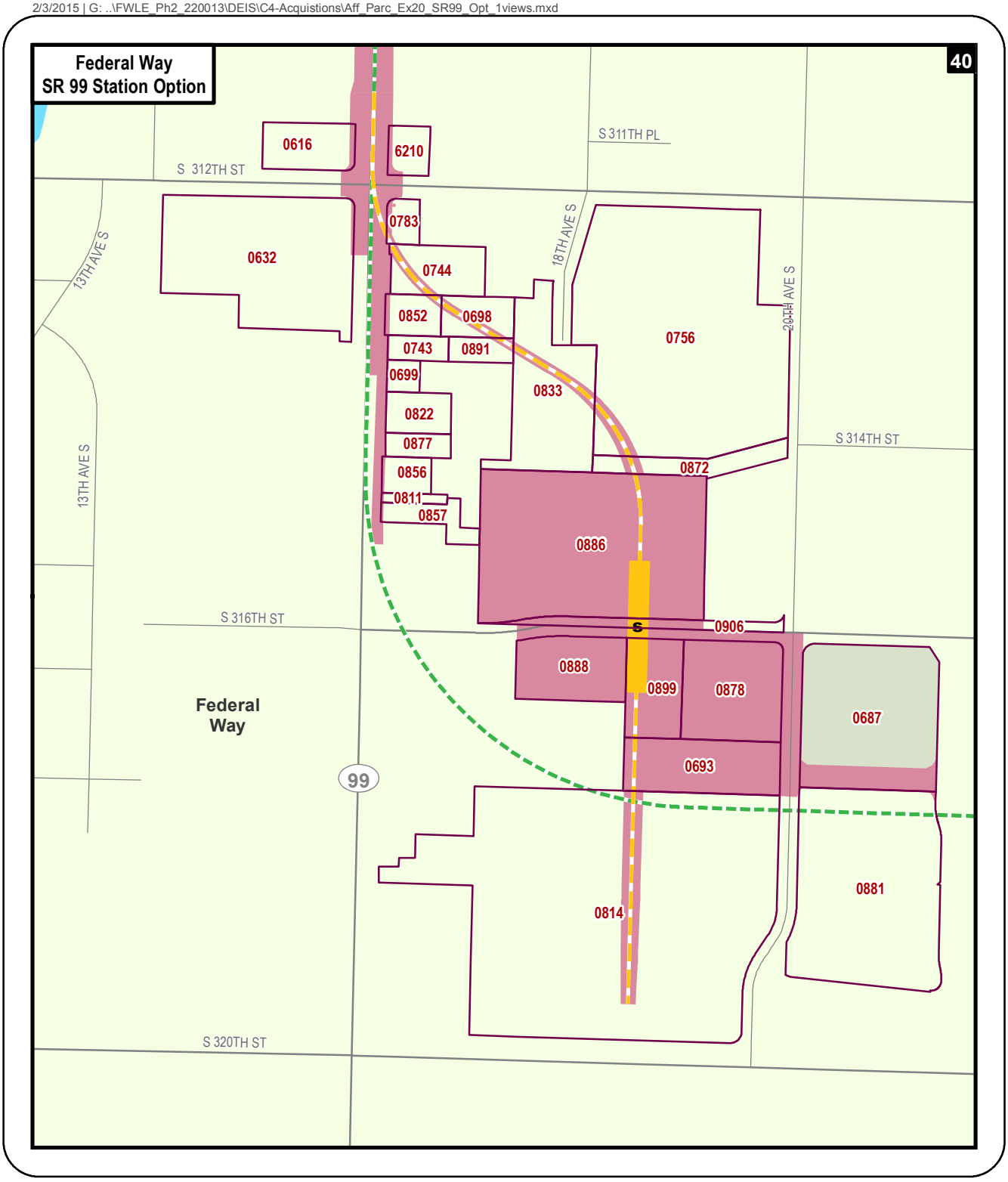
N

0 220 440 880 Feet

EXHIBIT D4.1-19

SR 99 Alternative S 272nd Redondo Trench Station Option
Affected Parcels

Federal Way Link Extension



LEGEND

SR 99 Alternative
- Elevated

Options
- Elevated
- S Station

- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space
- Permanent Footprint
- Affected Parcel

Data Sources: King County, Cities of Des Moines, Kent, Federal Way (2013).

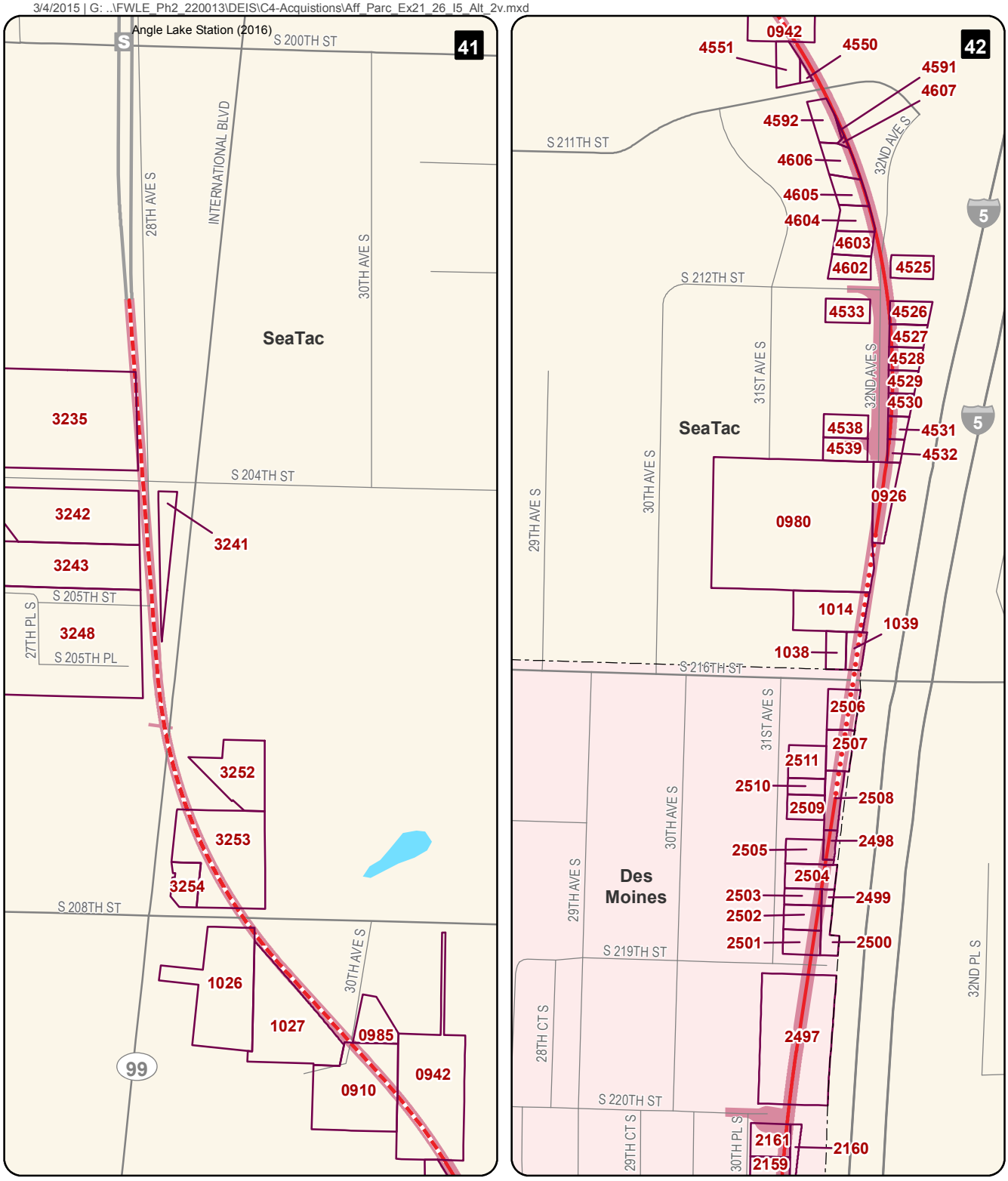
N

0 220 440 880 Feet

EXHIBIT D4.1-20

SR 99 Alternative Federal Way SR 99 Station Option
Affected Parcels

Federal Way Link Extension



LEGEND

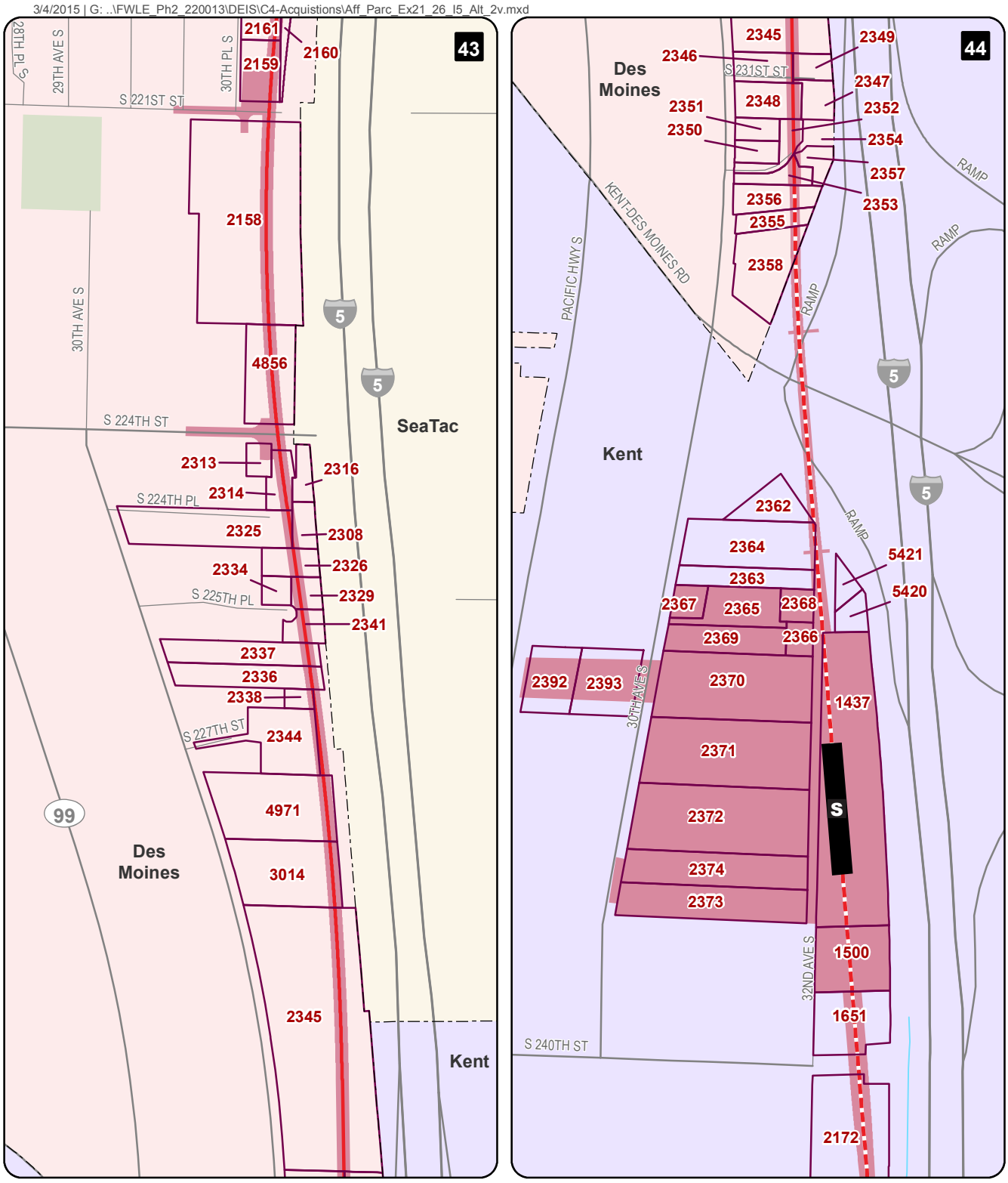
I-5 Alternative	City Boundary	Permanent Footprint
Elevated	Street	Affected Parcel
At-Grade	Stream	
Trench	Waterbody	
Station	Park / Open Space	

Data Sources: King County, Cities of Des Moines, SeaTac (2013).

N

0 220 440 880 Feet

EXHIBIT D4.1-21
I-5 Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

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

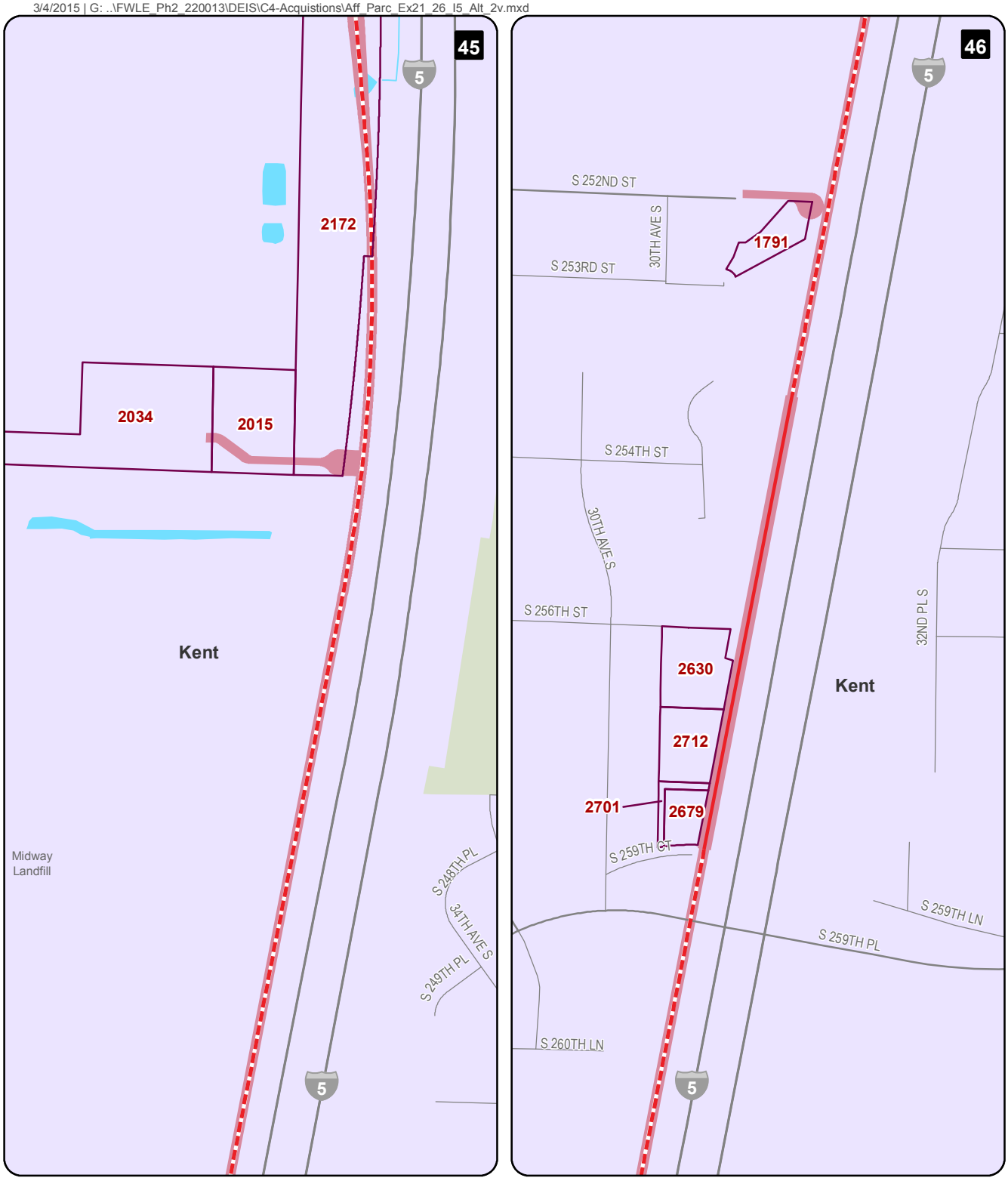
Data Sources: King County, Cities of Des Moines, Kent, SeaTac (2013).

N

0 220 440 880 Feet

EXHIBIT D4.1-22
I-5 Alternative
Affected Parcels
Federal Way Link Extension

3/4/2015 | G: ..\FWLE_Ph2_220013\DEIS\C4-Acquistions\Aff_Parc_Ex21_26_I5_Alt_2v.mxd



LEGEND

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

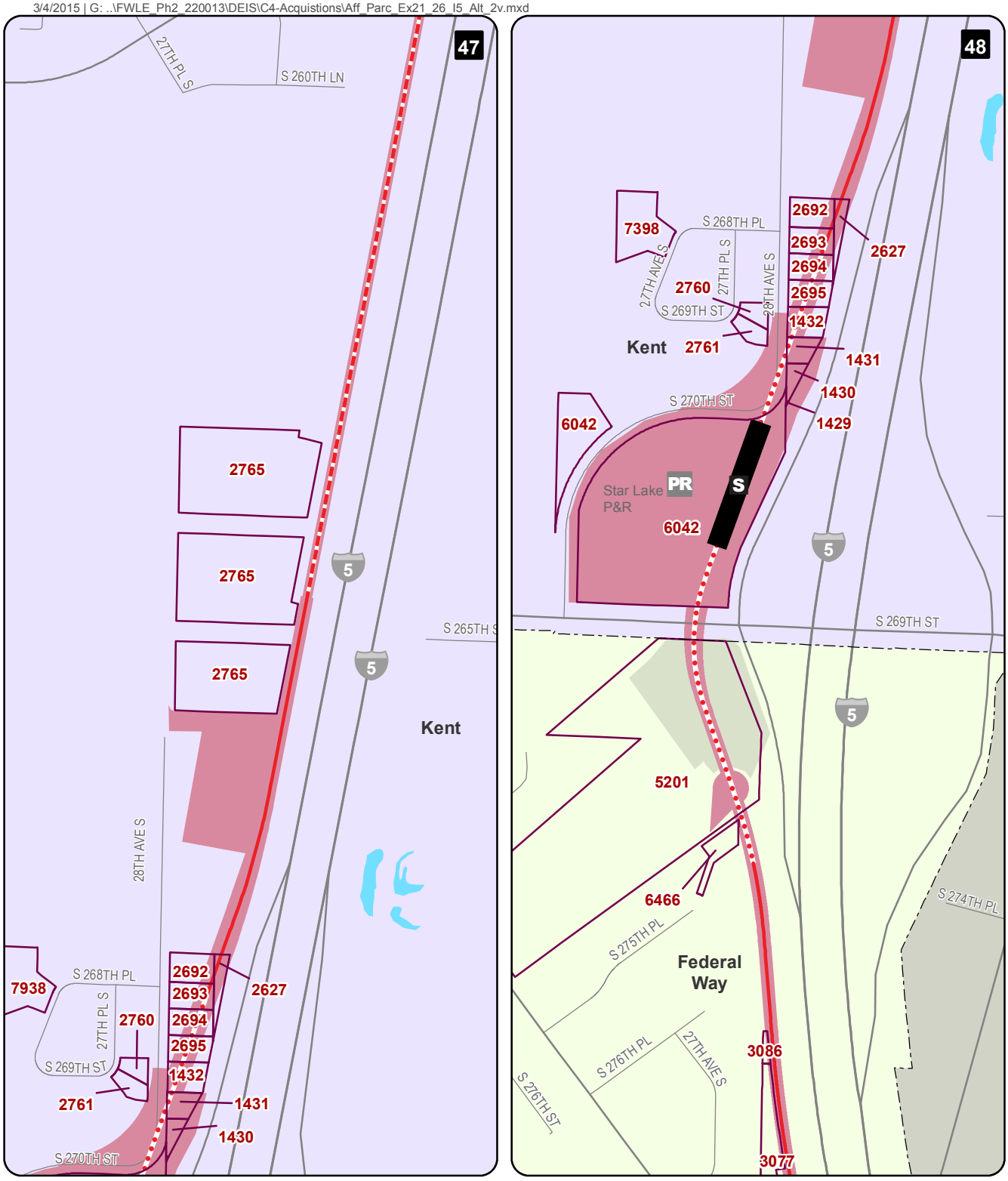
Data Sources: King County, City of Kent (2013).

N

0 220 440 880 Feet

EXHIBIT D4.1-23
I-5 Alternative
Affected Parcels
Federal Way Link Extension

3/4/2015 | G: ..\FWLE_Ph2_220013\DEIS\C4-Acquistions\Aff_Parc_Ex21_26_I5_Alt_2v.mxd



LEGEND

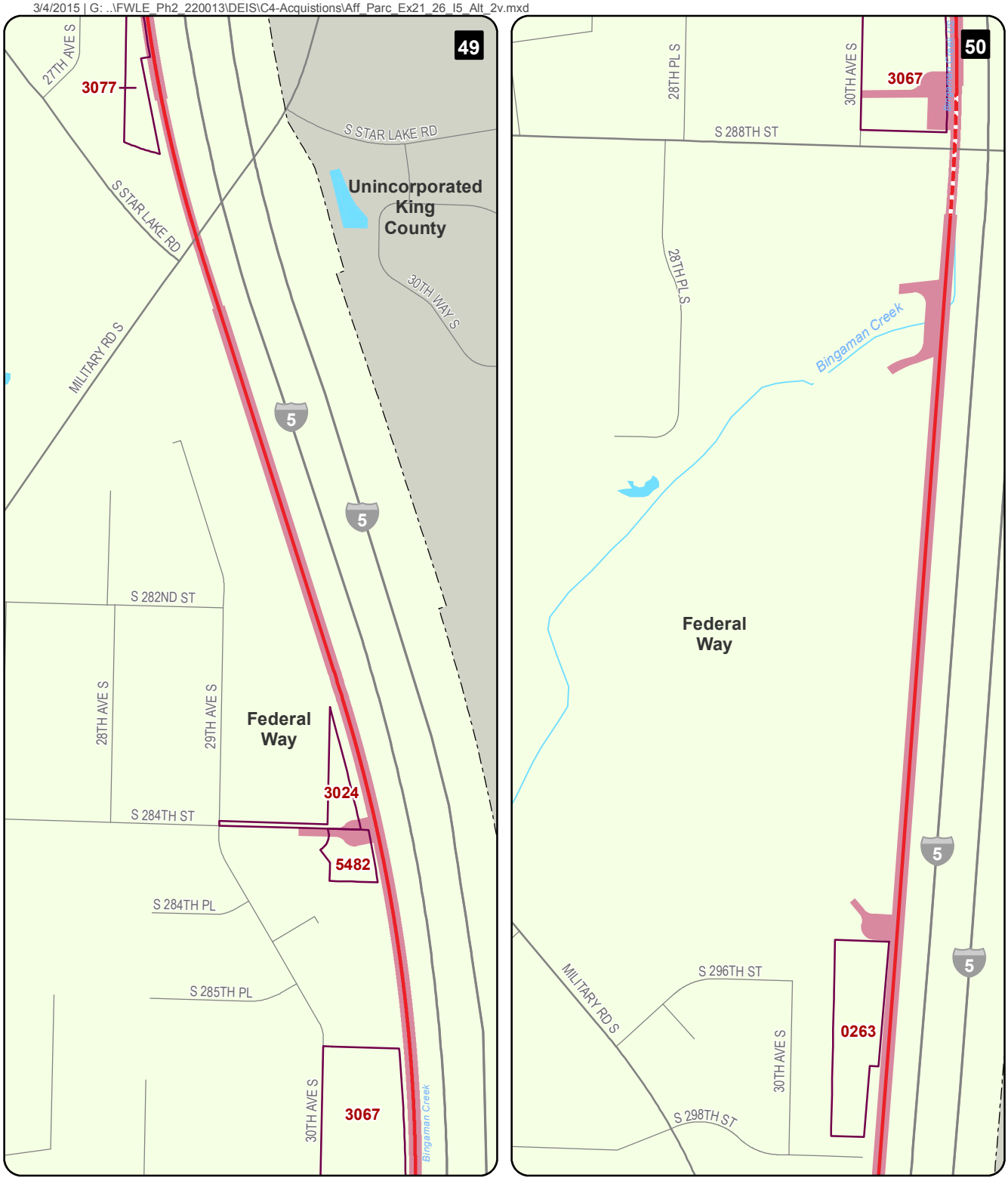
I-5 Alternative	City Boundary	Permanent Footprint
Elevated	Street	Affected Parcel
At-Grade	Stream	
Trench	Waterbody	
Station	Park / Open Space	

Data Sources: King County, Cities of Federal Way, Kent (2013).

N

0 220 440 880 Feet

EXHIBIT D4.1-24
I-5 Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

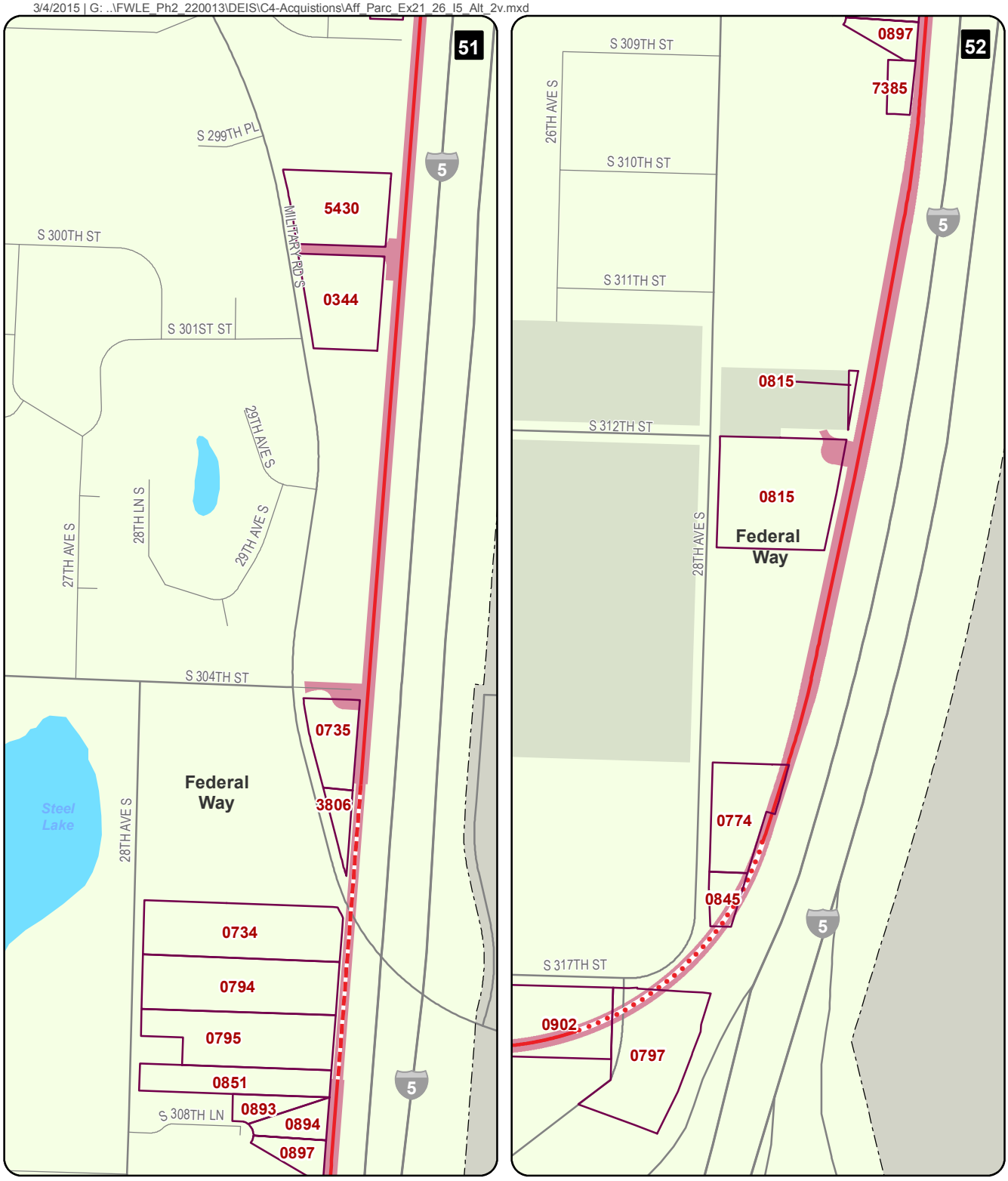
I-5 Alternative	City Boundary	Permanent Footprint
Elevated	Street	Affected Parcel
At-Grade	Stream	
Trench	Waterbody	
Station	Park / Open Space	

Data Sources: King County, City of Federal Way (2013).

N

0 220 440 880 Feet

EXHIBIT D4.1-25
I-5 Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

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

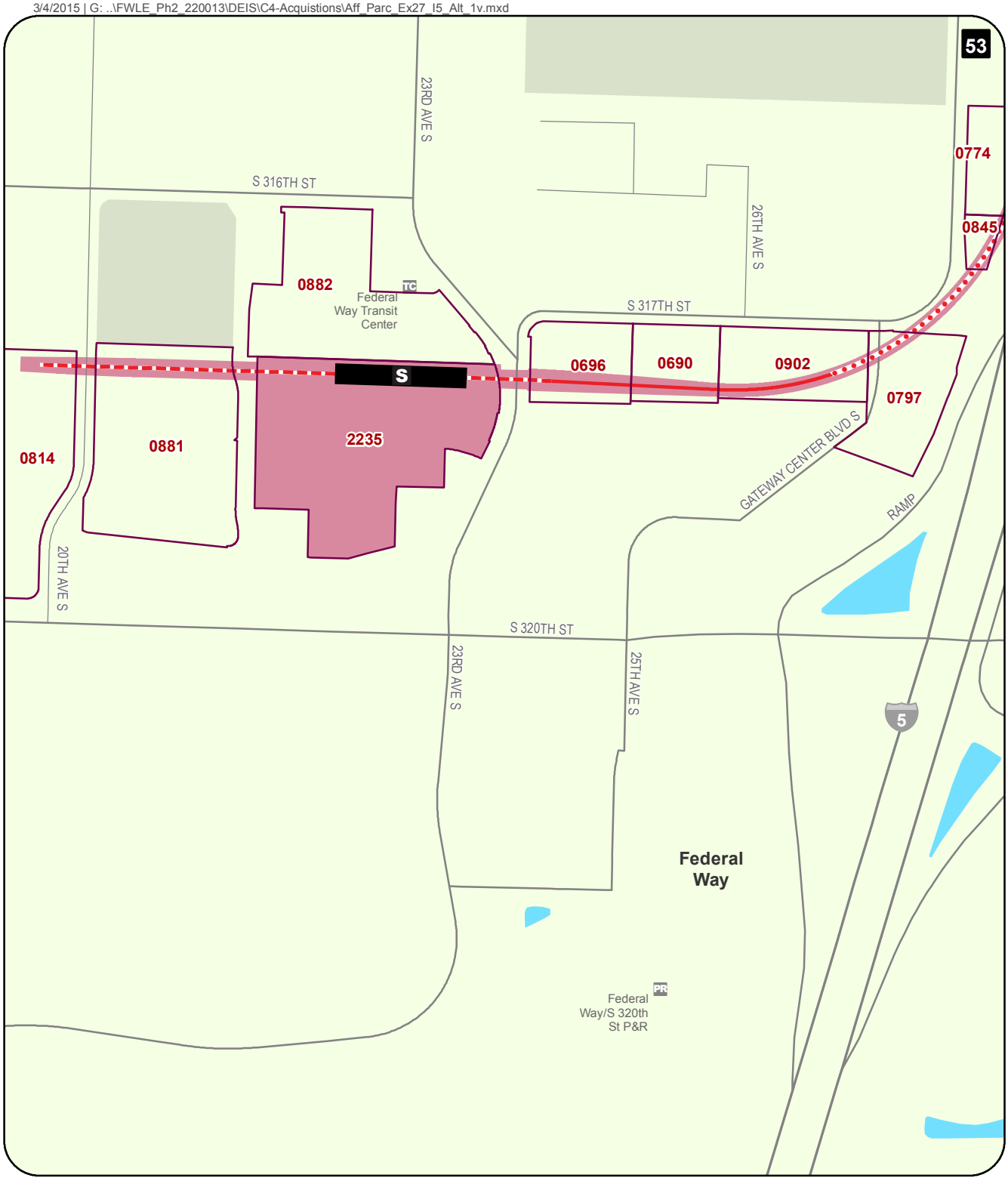
Data Sources: King County, City of Federal Way (2013).

N

0 220 440 880 Feet

EXHIBIT D4.1-26
I-5 Alternative
Affected Parcels
Federal Way Link Extension

3/4/2015 | G: ..\FWLE_Ph2_220013\DEIS\C4-Acquistions\Aff_Parc_Ex27_I5_Alt_1v.mxd



LEGEND

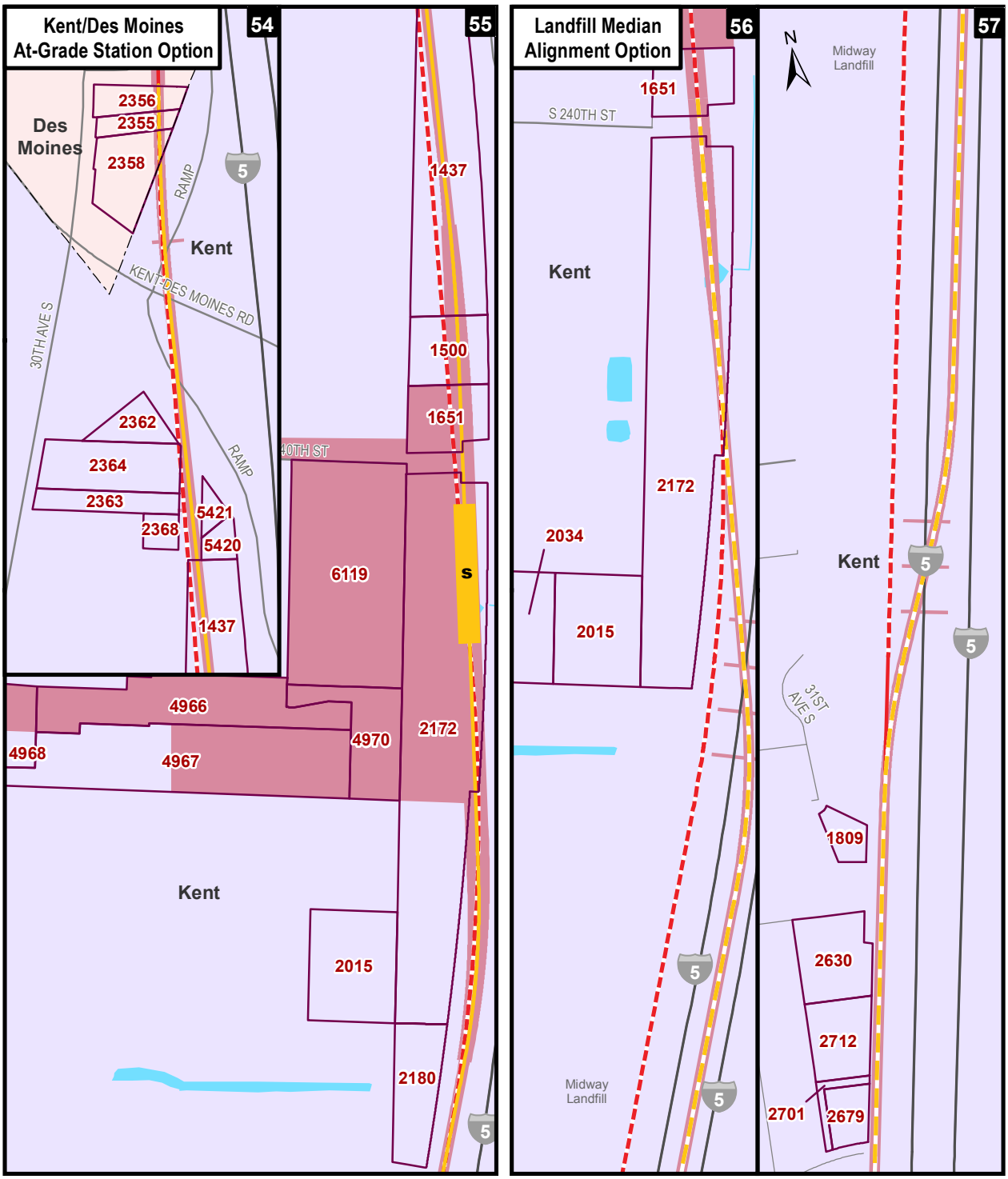
I-5 Alternative	City Boundary	Permanent Footprint
Elevated	Street	Affected Parcel
At-Grade	Stream	
Trench	Waterbody	
Station	Park / Open Space	

Data Sources: King County, City of Federal Way (2013).

N

0 220 440 880 Feet

EXHIBIT D4.1-27
I-5 Alternative
Affected Parcels
Federal Way Link Extension



LEGEND

I-5 Alternative
- Elevated
- At-Grade
- Trench

Options
- Elevated
- At-Grade
- S Station

- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space
- Permanent Footprint
- Affected Parcel

Data Sources: King County, Cities of Des Moines, Kent (2013).

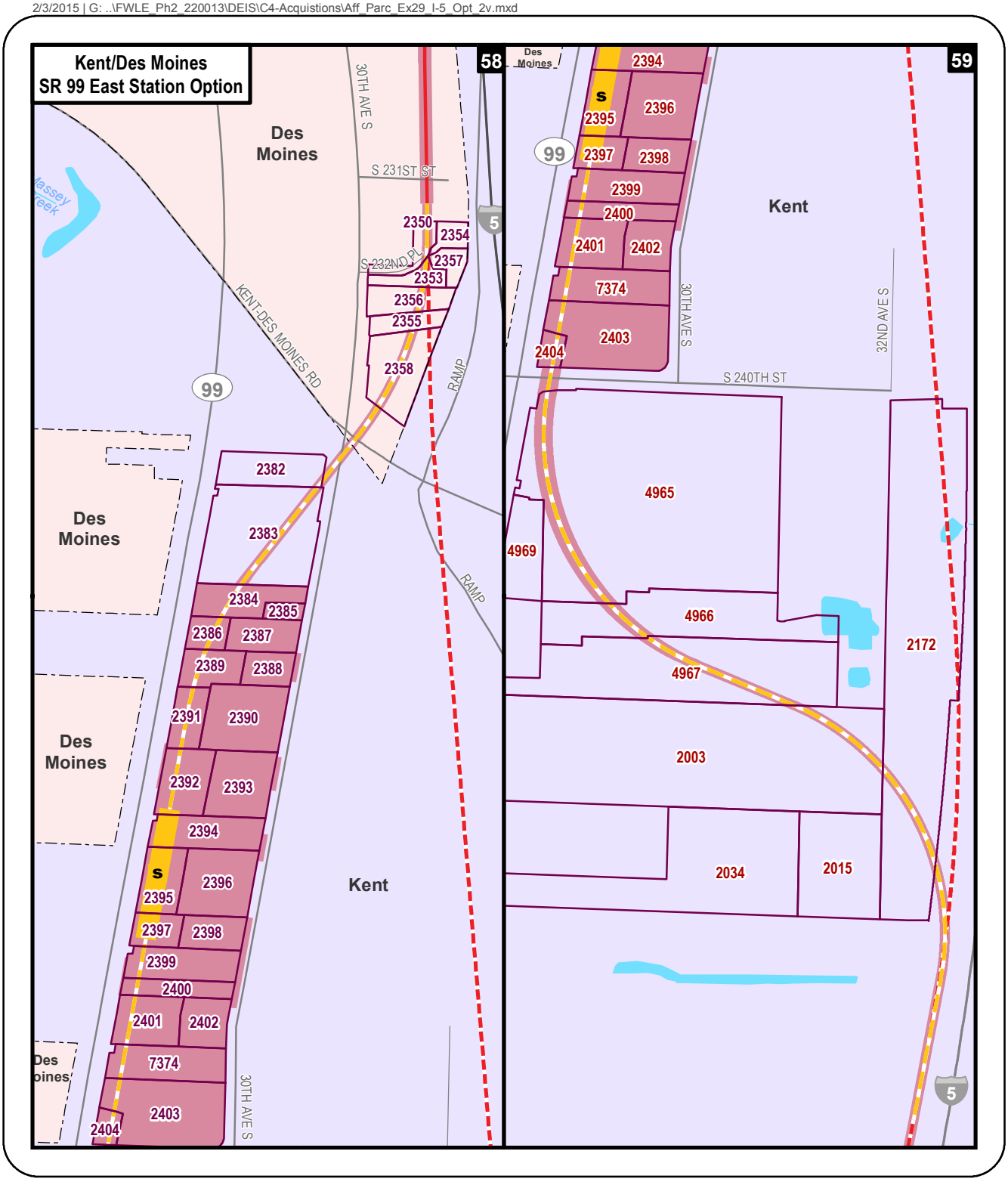
N

0 220 440 880 Feet

EXHIBIT D4.1-28

I-5 Alternative Kent/Des Moines At-Grade Station and Landfill Median Alignment Options Affected Parcels

Federal Way Link Extension



LEGEND

I-5 Alternative	Options		
Elevated	Elevated	City Boundary	Permanent Footprint
At-Grade	S Station	Street	Affected Parcel
Trench		Stream	
		Waterbody	
		Park / Open Space	

Data Sources: King County, Cities of Des Moines, Kent (2013).

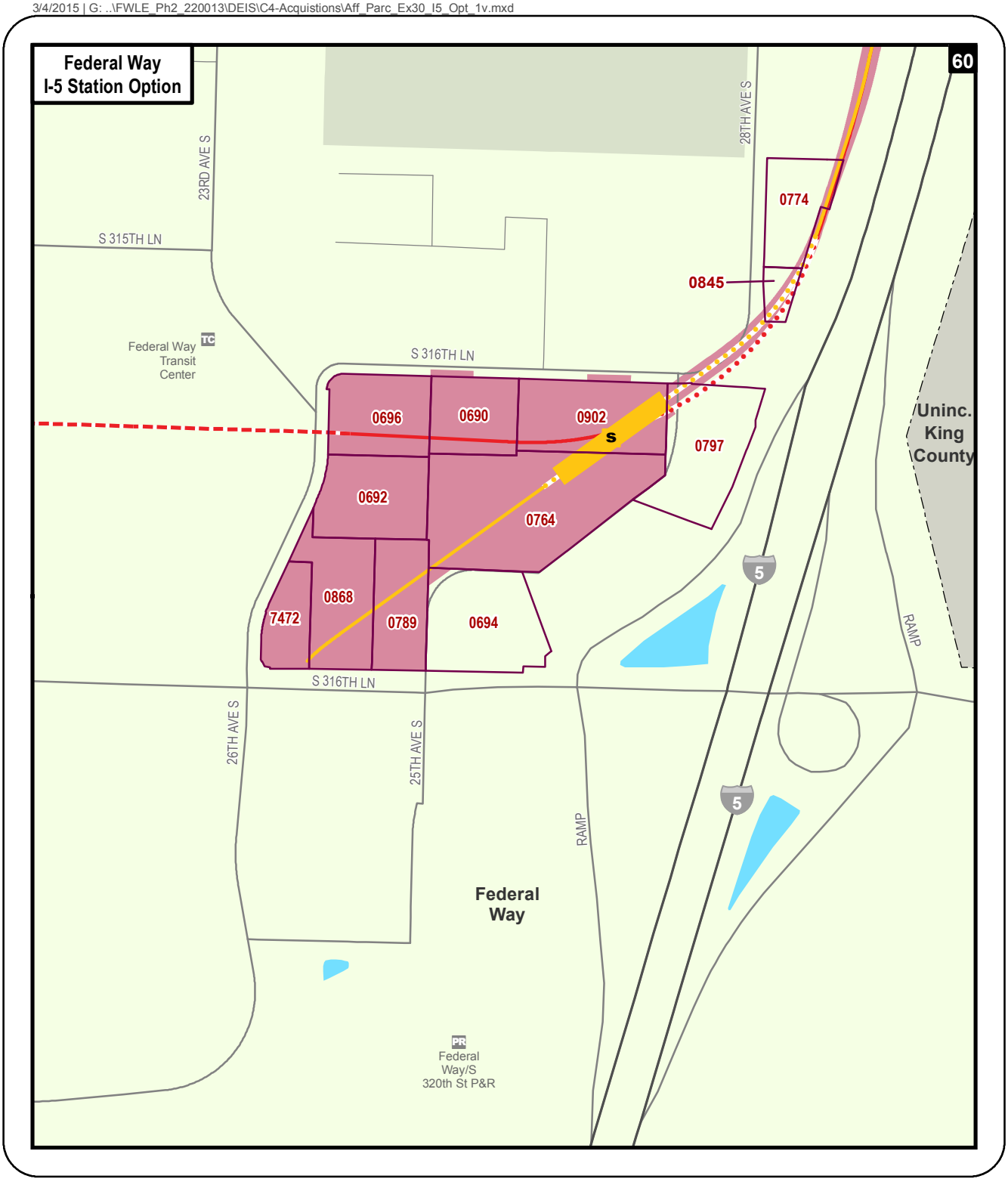
N

0 220 440 880 Feet

EXHIBIT D4.1-29

I-5 Alternative Kent/Des Moines SR 99 East Station Option
Affected Parcels

Federal Way Link Extension



LEGEND

I-5 Alternative	Options		
Elevated	At-Grade	City Boundary	Permanent Footprint
At-Grade	Trench	Street	Affected Parcel
Trench	Station	Stream	
		Waterbody	
		Park / Open Space	

Data Sources: King County, Citiy Federal Way (2013).

N

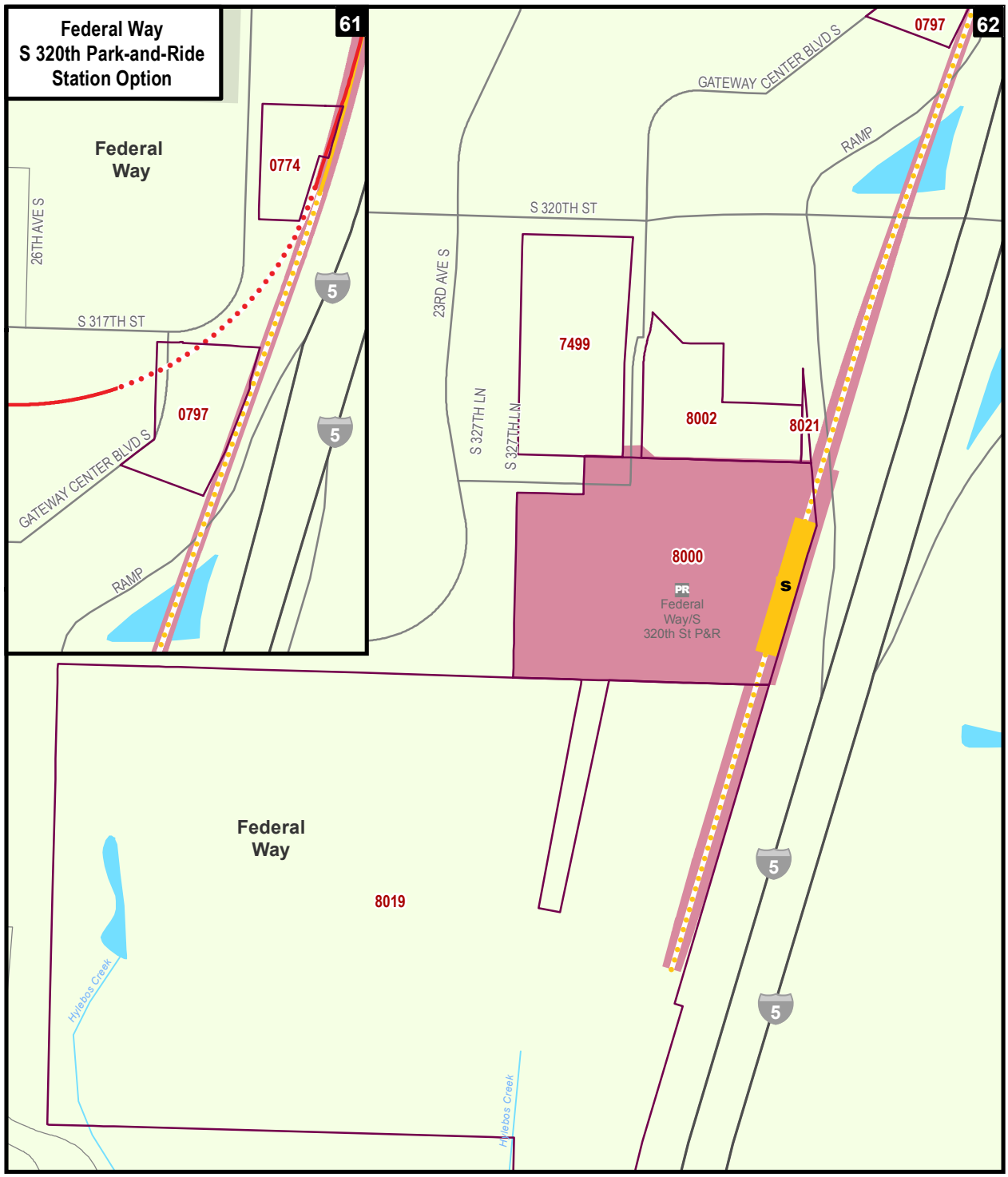
0 220 440 880 Feet

EXHIBIT D4.1-30

I-5 Alternative Federal Way I-5 Station Option
Affected Parcels

Federal Way Link Extension

2/3/2015 | G: ..\FWLE_Ph2_220013\DEIS\C4-Acquistions\Aff_Parc_Ex31_I-5_Opt_2v.mxd



LEGEND

I-5 Alternative	Options		
Elevated	At-Grade	City Boundary	Operational Footprint
At-Grade	Trench	Street	Affected Parcel
Trench	Station	Stream	
		Waterbody	
		Park / Open Space	

Data Sources: King County, Citiy Federal Way (2013).

N

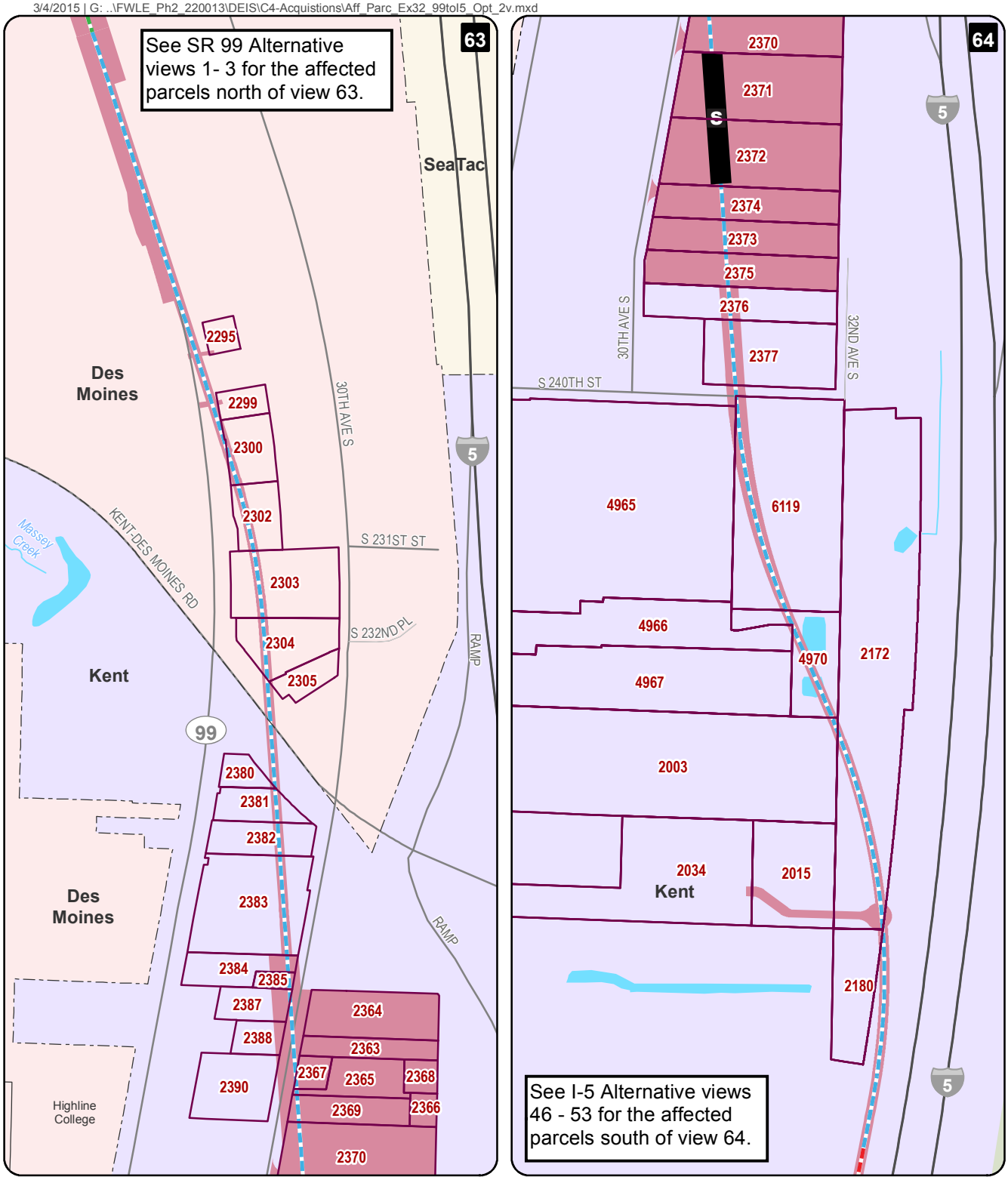
0 220 440 880 Feet

EXHIBIT D4.1-31

I-5 Alternative Federal Way S 320th Park-and-Ride Station Option
Affected Parcels

Federal Way Link Extension

3/4/2015 | G: ..\FWLE_Ph2_220013\DEIS\C4-Acquistions\Aff_Parc_Ex32_99toI5_Opt_2v.mxd



LEGEND

SR 99 to I-5 Alternative
- Elevated
- Station

SR 99 Alternative
- Elevated

I-5 Alternative
- Elevated

- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space
- Permanent Footprint
- Affected Parcel

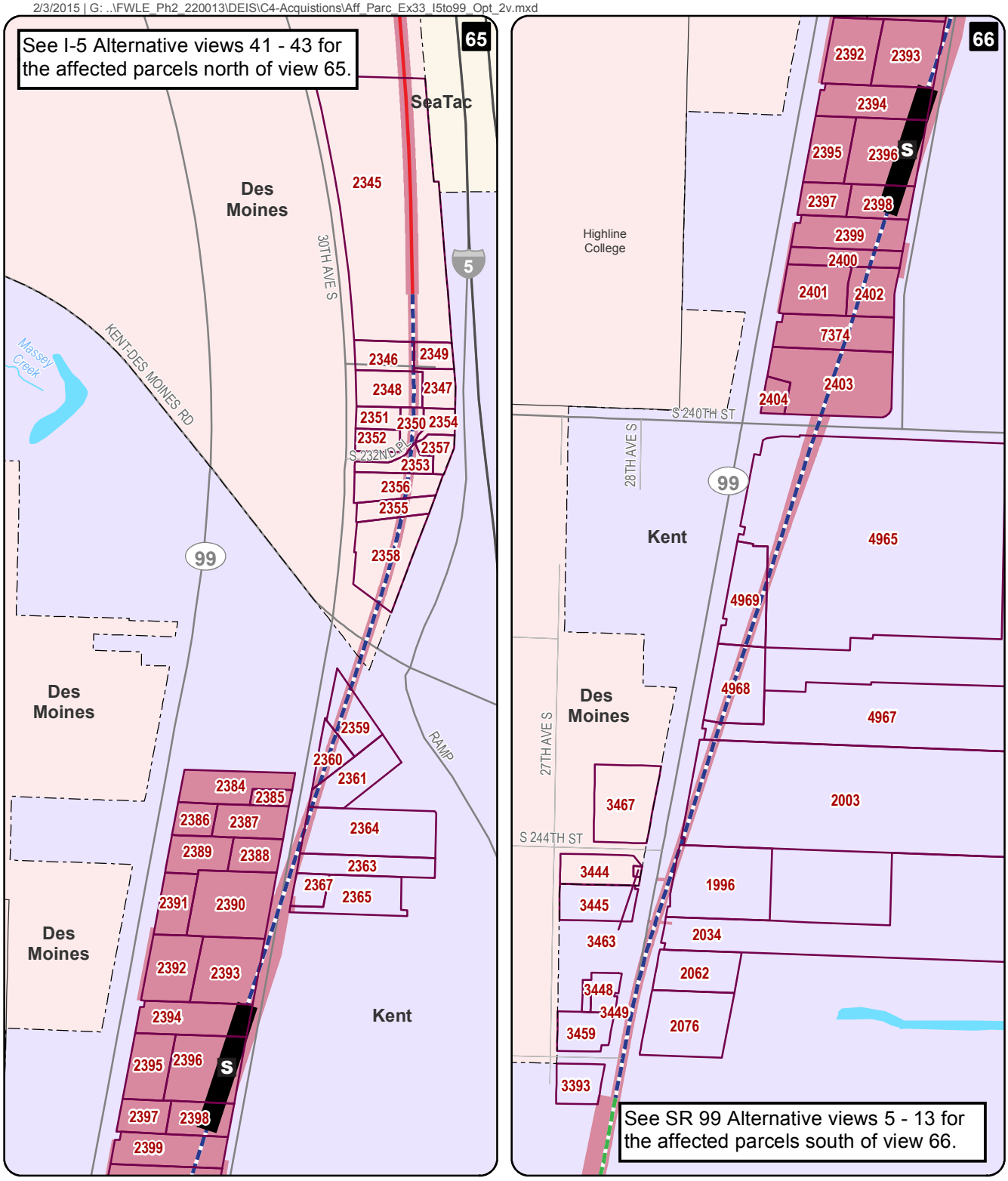
Data Sources: King County, Cities of Seatac, Des Moines, Kent (2013).

N

0 220 440 880 Feet

EXHIBIT D4.1-32
SR 99 to I-5 Alternative
Affected Parcels
Federal Way Link Extension

2/3/2015 | G: ..\FWLE_Ph2_220013\DEIS\C4-Acquistions\Aff_Parc_Ex33_I5to99_Opt_2v.mxd



LEGEND

I-5 to SR 99 Alternative
- Elevated
- Station

SR 99 Alternative
- Elevated

I-5 Alternative
- At-Grade

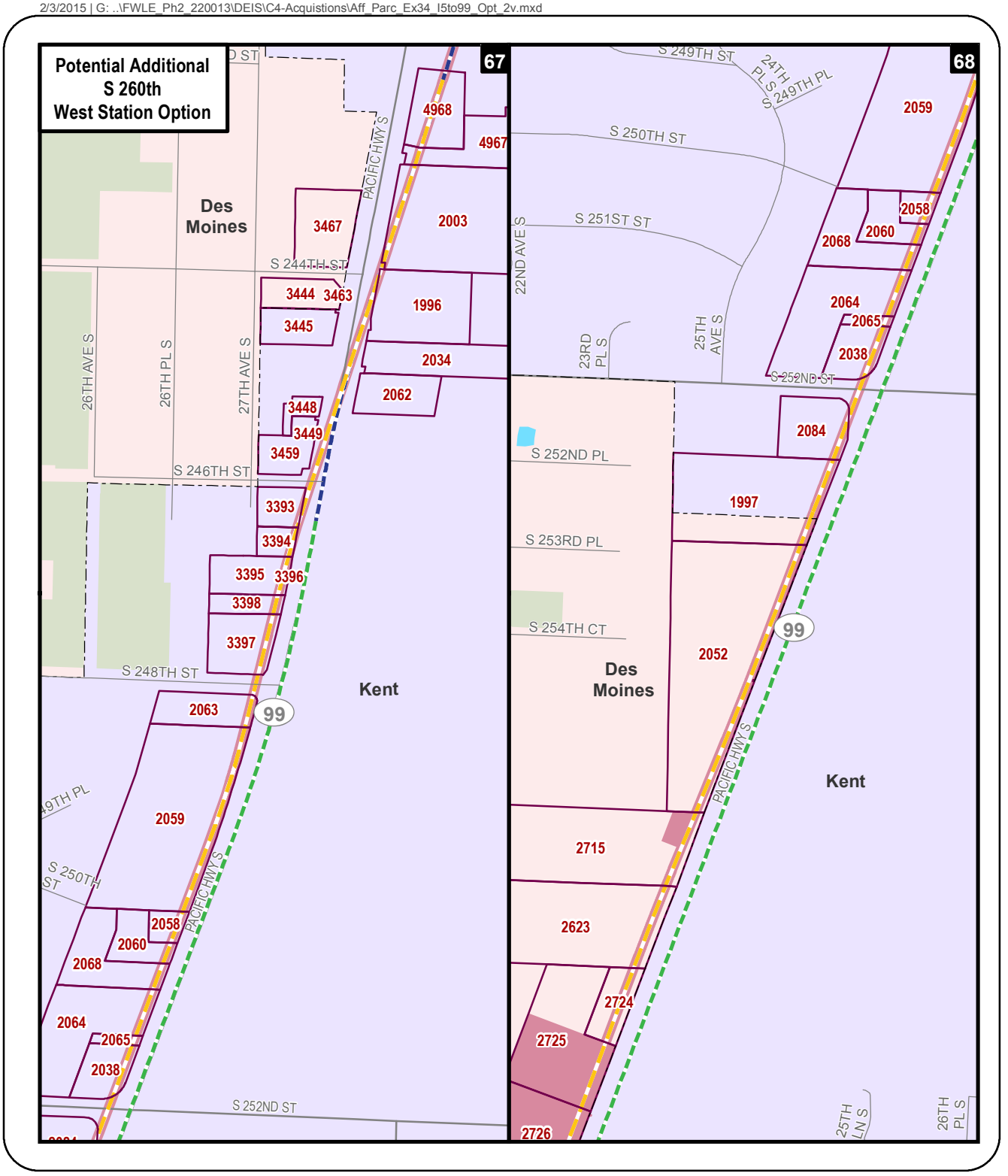
- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space
- Permanent Footprint
- Affected Parcel

Data Sources: King County, Cities of Seatac, Des Moines, Kent (2013).

N

0 220 440 880 Feet

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



LEGEND

I-5 to SR 99 Alternative
- Elevated

SR 99 Alternative
- Elevated

Options
- Elevated

- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space
- Permanent Footprint
- Affected Parcel

Data Sources: King County, Cities of Seatac, Des Moines, Kent (2013).

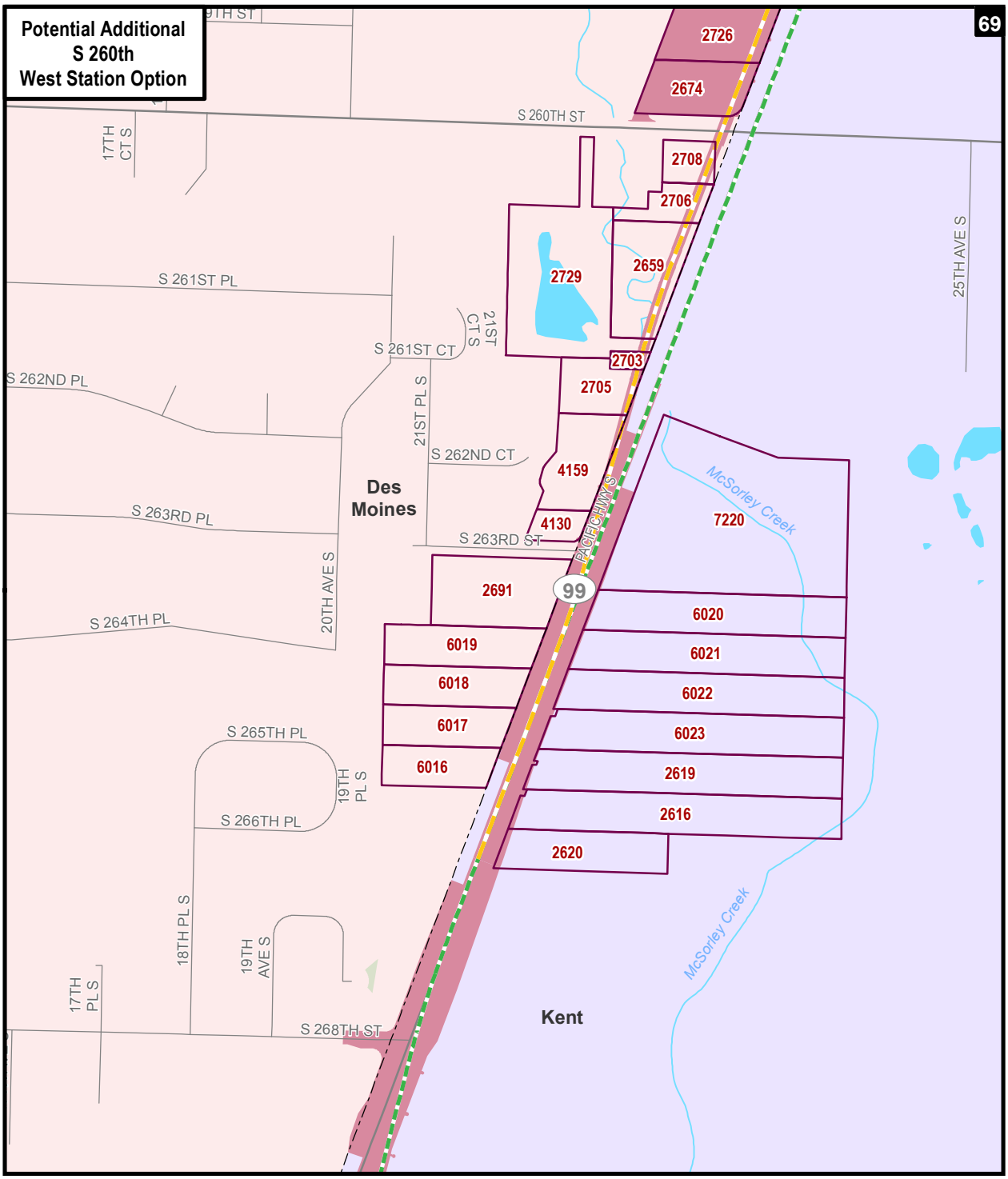
N

0 220 440 880 Feet

EXHIBIT D4.1-34

I-5 to SR 99 Alternative S 260th West Station Option
Affected Parcels

Federal Way Link Extension



LEGEND

SR 99 Alternative
- Elevated

Options
- Elevated

- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space
- Permanent Footprint
- Affected Parcel

Data Sources: King County, Citiy Federal Way (2013).

N

0 220 440 880 Feet

EXHIBIT D4.1-35

I-5 to SR 99 Alternative S 260th West Station Option
Affected Parcels

Federal Way Link Extension

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Appendix D4.2

Land Use

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Appendix D4.2

Land Use

D4.2.1 Land Use Conversion to Transportation Use

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

D4.2.2 Transit-Oriented Development Potential

Table D4.2-2 shows the transit-oriented development (TOD) potential within ¼ mile of each station location as determined by the land availability measure from the FWLE TOD Potential Technical Memorandum (Sound Transit, 2015).

D4.2.3 Land Use Plans, Goals, and Policies

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

D4.2.3.1 Regional and State Land Use Plans

There are six regional and state planning documents that establish the framework for local land use and transportation plans and programs: the Washington State Growth Management Act (GMA; Revised Code of Washington [RCW] 36.70A), *VISION 2040* (Puget Sound Regional Council [PSRC], 2009), *Transportation 2040* (PSRC, 2014), Sound Transit's *Regional Transit Long-Range Plan* (Sound Transit, 2014), Sound Transit's *TOD Program Strategic Plan* (Sound Transit, 2011), and the *King County Comprehensive Plan* (King County, 2012). The following subsections provide an overview of each.

TABLE D4.2-1

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

Alternative	Single-Family	Multi-Family	Commercial (includes Office)	Industrial	Institutional	Parks/ Open Space	Vacant	Total Acreage Affected[a]
SR 99 Alternative	**0.2**	**2.0**	**30.8**	**0**	**10.5**	**0**	**7.4**	**50.9**
S 216th Station Options								
S 216th West Station Option	0	0	+6.0	0	+0.2	0	+1.6	+7.8
S 216th East Station Option	0	+5.8	+0.4	0	0	0	+0.2	+6.4
Kent/Des Moines Station Options								
Kent/Des Moines HC Campus Station Option	+1.5	+1.7	+2.0	0	+3.5	0	+0.4	+9.1
Kent/Des Moines SR 99 Median Station Option	0	+0.5	-2.2	0	0	0	-0.3	-2.0
Kent/Des Moines SR 99 East Station Option	0	+2.7	-3.3	0	0	0	+0.4	-0.2
S 260th Station Options								
S 260th West Station Option	0	+0.1	+5.0	+0.1	0	0	+2.1	+7.3
S 260th East Station Option	+0.1	0	+3.4	+0.1	0	0	+1.2	+4.8
S 272 Redondo Trench Station Option	+0.8	+0.2	+1.1	0	0	0	+3.2	+5.3
Federal Way SR 99 Station Option	0	0	+2.2	0	-0.3	0	+2.6	+4.5
I-5 Alternative	**6.7**	**8.0**	**12.7**	**0**	**5.5**	**0**	**14.8**	**47.7**
Kent/Des Moines Station Options								
Kent/Des Moines At-Grade Station Option	-4.5	-5.2	-1.3	0	-3.0	0	+13.3	-0.7
Kent/Des Moines SR 99 East Station Option	-4.5	-1.3	+5.8	0	-3.8	0	+0.5	-3.3
Landfill Median Alignment Option	0	0	+0.1	0	0	0	-0.5	-0.4
Federal Way City Center Station Options								
Federal Way I-5 Station Option	+0.1	0	+6.8	0	0	0	-0.1	+6.8
Federal Way S 320th Park-and-Ride Station Option	-0.1	+1.1	-9.3	0	+0.1	0	+11.4	+3.2

TABLE D4.2-1

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

Alternative	Single-Family	Multi-Family	Commercial (includes Office)	Industrial	Institutional	Parks/ Open Space	Vacant	Total Acreage Affected[a]
SR 99 to I-5 Alternative	**5.6**	**6.0**	**17.2**	**0**	**0.8**	**0**	**12.1**	**41.7**
S 216th Station Options								
S 216th West Station Option	0	0	+6.0	0	+0.2	0	+1.6	+7.8
S 216th East Station Option	0	+5.8	+0.4	0	0	0	+0.2	+6.4
Landfill Median Alignment Option	0	0	+0.1	0	0	0	-0.5	-0.4
Federal Way City Center Station Options								
Federal Way I-5 Station Option	+0.1	0	+6.8	0	0	0	-0.1	+6.8
Federal Way S 320th Park-and-Ride Station Option	-0.1	+1.1	-9.3	0	+0.1	0	+11.4	+3.2
I-5 to SR 99 Alternative	**1.3**	**6.5**	**26.2**	**0**	**11.5**	**0**	**9.2**	**54.7**
S 260th Station Options								
S 260th West Station Option	0	0	+4.3	0	0	0	+2.3	+6.6
S 260th East Station Option	+0.1	0	+3.4	+0.1	0	0	+1.2	+4.8
S 272nd Redondo Trench Station Option	+0.8	+0.2	+1.1	0	0	0	+3.2	+5.3
Federal Way SR 99 Station Option	0	0	+2.2	0	-0.3	0	+2.6	+4.5

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

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

TABLE D4.2-2
TOD Potential

Station	Alternative	Land with TOD Potential (acres) within ¼ Mile
S 216th Station Area		
S 216th West Station Option	SR 99, SR 99 to I-5	53
S 216th East Station Option	SR 99, SR 99 to I-5	46
Kent/Des Moines Station Area		
Kent/Des Moines HC Campus Station Option	SR 99	30
Kent/Des Moines SR 99 West Station	SR 99	32
Kent/Des Moines SR 99 Median Station Option	SR 99	41
Kent/Des Moines SR 99 East Station Option	SR 99, I-5	39
Kent/Des Moines 30th Ave West Station	I-5 to SR 99	39
Kent/Des Moines 30th Ave East Station	SR 99 to I-5	47
Kent/Des Moines I-5 Station	I-5	31
Kent/Des Moines I-5 At-Grade Station Option	I-5	28
S 260th Station Area		
S 260th West Station Option	SR 99, I-5 to SR 99	36
S 260th East Station Option	SR 99, I-5 to SR 99	43
S 272nd Station Area		
S 272nd Redondo Station	SR 99, I-5 to SR 99	44
S 272nd Redondo Trench Station Option	SR 99, I-5 to SR 99	39
S 272nd Star Lake Station	I-5, SR 99 to I-5	5
Federal Way City Center Station Area		
Federal Way Transit Center Station (SR 99)	SR 99, I-5 to SR 99	43
Federal Way Transit Center Station (I-5)	I-5, SR 99 to I-5	40
Federal Way SR 99 Station Option	SR 99, I-5 to SR 99	54
Federal Way I-5 Station Option	I-5, SR 99 to I-5	18
Federal Way S 320th Park-and-Ride Station Option	I-5, SR 99 to I-5	29

Note: TOD potential was evaluated by comparing the amount of redevelopable land within ¼ mile of the station to the total acreage of land overall in that ¼-mile area.

Growth Management Act

Plan Summary

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

facilities and services exist or can be provided efficiently, and they encourage efficient multimodal transportation systems that are based on regional priorities and are coordinated with county and city comprehensive plans.

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

Project Consistency

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

VISION 2040

Plan Summary

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

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

Project Consistency

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

Transportation 2040

Plan Summary

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

Project Consistency

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

Sound Transit Regional Transit Long-Range Plan

Plan Summary

For more than 30 years, the Seattle Region has planned for high-capacity transit (HCT), particularly light rail, to connect the northern, southern, and eastern reaches of the greater Seattle metropolitan area, as shown in Exhibit 1-1 in Chapter 1 of the Draft EIS. These plans include HCT serving the six communities of the Federal Way Link Extension (FWLE). The FWLE corridor was included in Sound Transit's 1996 Regional Transit Long-Range Vision (Sound Transit, 1996a) and in the 2014 Regional Transit Long-Range Plan (Sound Transit, 2014). Sound Move, which was adopted in 1996 (Sound Transit, 1996b), implemented the first phase of the Regional Transit Long-Range Vision. In 2008, the voters approved financing for the Sound Transit 2 Plan (Sound 13 Transit, 2008; "ST2"), which prioritized the second round of regional transit system investments, including the FWLE.

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

Project Consistency

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

Sound Transit Transit-Oriented Development Program

Plan Summary

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

Project Consistency

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

King County Comprehensive Plan

Plan Summary

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

Goals include reducing urban sprawl, protecting rural areas, providing affordable housing throughout the county, and coordinating protection of environmentally sensitive areas. The CPPs call for urban centers to provide areas of concentrated employment and housing with direct service by HCT and with a wide range of land uses. In this context, the FWLE is an important element of the region's growth strategy.

Project Consistency

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

D4.2.3.2 Local Land Use Plans

City of SeaTac Comprehensive Plan

Plan Summary

The *City of SeaTac Comprehensive Plan*, which was first adopted in 1994 and most recently updated in 2011, is amended annually. It was developed to communicate how the City of SeaTac will accommodate residential and employment growth. The plan consists of 10 elements that each contains goals and policies for guiding growth in SeaTac: land use; housing and neighborhoods; capital facilities; utilities; community image; economic vitality; and environmental management. Sound Transit reviewed the elements to identify applicable goals and policies.

Project Consistency

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

City of Des Moines Comprehensive Plan

The *City of Des Moines Comprehensive Plan* was adopted in 2009 and most recently amended in October 2012. The comprehensive plan consists of 12 elements that identify goals and policies to guide growth in the city of Des Moines. Elements related to the FWLE include land use; transportation; conservation; capital facilities, utilities, and public services; parks, recreation, and open space; housing; community character; and Pacific Ridge.

Project Consistency

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

City of Kent Comprehensive Plan

The *City of Kent Comprehensive Plan* was adopted in 1995, last updated in 2004, and most recently amended in 2011. It represents the city's vision for the next 20 years. The elements identified in the comprehensive plan direct the anticipated growth within the city. Elements related to the FWLE include land use, community development, transportation, housing, and economic development.

Project Consistency

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

Midway Subarea Plan

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

Project Consistency

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

City of Federal Way Comprehensive Plan

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

Project Consistency

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

Shoreline Master Programs

There are no shorelines in the FWLE study area that are subject to the Shoreline Management Act (Washington Administrative Code 173-26; RCW 90.58). Because there are no shorelines subject to the Shoreline Management Act, the Shoreline Master Programs of the jurisdictions in the FWLE area are not included in this review.

TABLE D4.2-3
Federal Way Link Extension Consistency with Regional and Local Goals and Policies

Policy Type and Goals	Discussion
VISION 2040	
Development Patterns	
Goal: The region will direct growth and development to a limited number of designated regional growth centers. **MPP-DP-5** Focus a significant share of population and employment growth in designated regional growth centers. **MPP-DP-6** Provide a regional framework for designating and evaluating regional growth centers. **MPP-DP-7** Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers consistent with the regional vision. Regional funds are prioritized to regional growth centers. County-level and local funding are also appropriate to prioritize to regional growth centers. **MPP-DP-35** Develop high-quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.	The FWLE would promote mixed-use (commercial, office, and residential) development to allow growth at greater density where existing land use policies and regulations allow and provide connections to urban centers with a fast, efficient, and reliable transit system.
Goal: Subregional centers, such as those designated through countywide processes or identified locally, will also play important roles in accommodating planned growth according to the regional vision. These centers will promote pedestrian connections and support transit-oriented uses. **MPP-DP-14** Preserve and enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, a high degree of connectivity in the street network to accommodate walking, bicycling and transit use, and sufficient public spaces. **MPP-DP-17** Promote transit service to and from existing cities in rural areas.	The FWLE would support mixed-use development (commercial, office, and residential) in designated urban growth areas and would focus most growth in station areas where zoning and land use codes allow greater densities. The increased density would promote more efficient use of land, allowing for an efficient provision of services and facilities, as well as encouraging walkable and cohesive neighborhoods. The FWLE would provide fast, reliable, and efficient connections to the other urban centers in the FWLE corridor and other urban communities, as well as to other regional destinations. Linking the urban centers with fast, reliable, and efficient transit would increase the effectiveness of distribution bus transit to outer areas of the Puget Sound Region.
Goal: The region will permanently sustain the ecological functions, resource value, lifestyle, and character of rural lands for future generations by limiting the types and intensities of development in rural areas.	The FWLE would promote mixed-use (commercial, office, and residential) development to allow growth at greater density where existing land use policies and regulations allow and provide connections to urban centers with a fast, efficient, and reliable transit system . Increasing density in these areas would reduce

TABLE D4.2-3

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

Policy Type and Goals	Discussion
MPP-DP-21 Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices. **MPP-DP-22** Do not allow urban net densities in rural and resource areas.	demand in rural areas and allow them to be preserved for their preferred values.
Goal: The region will use design to shape the physical environment in order to create more livable communities, better integrate land use and transportation systems, and improve efforts to restore the environment. **MPP-DP-35** Develop high-quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use. **MPP-DP-36** Provide a wide range of building and community types to serve the needs of a diverse population. **MPP-DP-40** Design transportation projects and other infrastructure to achieve community development objectives and improve communities. **MPP-DP-42** Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development, and design.	The FWLE would provide a fast, efficient, and reliable transportation system that would serve as an alternative to the single-occupant vehicle (SOV) and would also provide linkages to other travel modes, including rail, bus, and walking. This would help the overall transportation system operate more efficiently with fewer cars and provide more walkable and livable communities with affordable transportation.
Transportation	
Goal: As a high priority, the region will maintain, preserve, and operate its existing transportation system in a safe and usable state. (MPP-T-1 through MPP-T-8). **MPP-T-1** Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people. **MPP-T-3** Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system, goods, and services. **MPP-T-5** Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment. **MPP-T-6** Seek the development and implementation of transportation modes and technologies that are energy efficient and improve system performance.	The FWLE would be a fast, efficient, and reliable transportation system and provide an alternative to the SOV. It would also provide linkages to other travel modes, including rail, bus, and walking. The FWLE would provide connections among urban centers, which would reduce the need to expand other transportation facilities. Overall, less infrastructure development would be needed with this higher-density development. The FWLE would reduce air pollution and conserve energy. Many of the stations would be located in areas designated for increased density, and the FWLE would provide direct and frequent access to other centers in the project corridor, as well as providing connections to other regional destinations.
Goal: The future transportation system will support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network. (MPP-T-9 through 22). **MPP-T-9** Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy. **MPP-T-10** Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development. **MPP-T-11** Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development. **MPP-T-12** Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers. **MPP-T-13** Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.	The FWLE would support mixed-use development (commercial, office, and residential) in designated urban growth areas and would focus most growth in station areas where zoning and land use codes allow greater densities. The increased density would promote more efficient use of land, allowing for efficient provision of services and facilities, as well as promoting walkable and cohesive neighborhoods. The FWLE would be a fast, efficient, and reliable transportation system that would serve as an alternative to the SOV and would also provide linkages to other travel modes, including rail, bus, and walking. The FWLE would provide connections among urban centers, as well to adjacent communities.

TABLE D4.2-3

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

Policy Type and Goals	Discussion
MPP-T-20 Design transportation facilities to fit within the context of the built or natural environments in which they are located.	Sound Transit would develop design criteria that provide a consistent architectural theme for all elevated elements and for features such as stations, while also reflecting the character of individual station areas. These criteria would be developed with input from the cities through which the project corridor passes (SeaTac, Kent, Des Moines, and Federal Way). Visual and Aesthetic Resources are discussed in Section 4.5 of the Draft EIS.
MPP-T-21 Apply urban design principles in transportation programs and projects for regional growth centers and high capacity transit station areas.	Sound Transit would develop design criteria that provide a consistent architectural theme for all elevated elements and for features such as stations, while also reflecting the character of individual station areas. These criteria would be developed with input from the cities through which the project corridor passes (SeaTac, Kent, Des Moines, and Federal Way). Visual and Aesthetic Resources are discussed in Section 4.5 of the Draft EIS.
MPP-T-22 Implement transportation programs and projects in ways that prevent or minimize negative impacts to low income, minority, and special needs populations.	The FWLE would provide a transportation alternative to SOVs and provide affordable, reliable transit choices for people, including minority, low-income, and special needs populations. Negative impacts on these populations have been minimized as described in Chapter 7, Environmental Justice, of the FWLE Draft EIS.
Goal: The region will invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy. **MPP-T-23** Emphasize transportation investments that provide and encourage alternatives to SOV travel and increase travel options, especially to and within centers and along corridors connecting centers. **MPP-T-24** Increase the proportion of trips made by transportation modes that are alternatives to driving alone. **MPP-T-25** Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations. **MPP-T-26** Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation. **MPP-T-29** Promote the preservation of existing rights-of-way for future high-capacity transit.	The FWLE would provide a transportation alternative to SOVs and provide affordable, reliable transit choices for people, including those with special needs. The FWLE would efficiently move large numbers of people, increase the capacity of existing facilities, and promote more walkable and cohesive neighborhoods. The FWLE would provide connections to the other urban centers in the corridor, as well as to other regional destinations. After completion of the environmental review process, Sound Transit would be able to preserve right-of-way for future light rail service.
Environment	
Goal: The overall quality of the region's air will be better than it is today. **MPP-En-17** Maintain or do better than existing standards for carbon monoxide, ozone, and particulates. **MPP-En-18** Reduce levels for air toxics, fine particulates, and greenhouse gases. **MPP-En-19** Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.	The FWLE would promote regional polices related to reducing dependence on SOVs and increasing nonmotorized travel modes, especially within urban centers. The FWLE would reduce air pollution and conserve energy. Many of the stations would be located in areas designated for increased density, and the FWLE would provide direct and frequent access to other centers in the project corridor, as well as connections to other regional destinations. Promoting transit and walkable communities would reduce vehicle miles and hours traveled and therefore would reduce air pollution.
Goal: The region will reduce its overall production of harmful elements that contribute to climate change. **MPP-En-20** Address the central Puget Sound Region's contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases. Jurisdictions and agencies should work to include an analysis of climate change impacts when conducting an environmental review process under the State Environmental Policy Act.	Same as discussion above. The FWLE would be powered by electricity. In the Puget Sound Region, much of the power comes from hydropower, a nonpolluting power source. The FWLE would reduce greenhouse gas emissions during operation by reducing vehicle miles and hours traveled, and it would support regional polices related to reducing dependence on SOVs and increasing nonmotorized travel modes, especially within urban centers.

TABLE D4.2-3

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

Policy Type and Goals	Discussion
MPP-En-21 Reduce the rate of energy use per capita, both in building use and in transportation activities. **MPP-En-23** Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.	
King County Comprehensive Plan – Countywide Planning Policies	
Urban Communities	
U-107: King County should support land use and zoning actions that promote public health by increasing opportunities for every resident to be more physically active. Land use and zoning actions include: concentrating growth into the Urban Area, promoting urban centers, allowing mixed-use developments, and adding pedestrian and bicycle linkages. **U-108:** King County should support the development of Urban Centers to meet the region's needs for housing, jobs, services, culture and recreation and to promote healthy communities. Strategies may include exploring opportunities for joint development or transit-oriented development, siting civic uses in mixed-use areas, and leveraging or utilizing existing county assets in urban centers. **U-109:** King County should concentrate facilities and services within the Urban Growth Area to make it a desirable place to live and work, to increase the opportunities for walking and biking within the community, to more efficiently use existing infrastructure capacity and to reduce the long-term costs of infrastructure maintenance. U-121: Multifamily housing in the Urban Growth Area should be sited as follows: b. In mixed-use developments in centers and activity areas;	The FWLE would be located within the urban growth boundary of King County and would support transit-oriented development (TOD) where zoning and land use codes allow greater densities, including designated urban centers and identified neighborhoods. The FWLE is consistent with and supportive of comprehensive plans for the cities in which it would be located. The FWLE would provide a transportation alternative to SOVs and provide an affordable, reliable transit choice. The FWLE would efficiently move large numbers of people, increase the capacity of existing facilities, and promote more walkable and cohesive neighborhoods. The FWLE would provide connections to the other urban centers in the FWLE corridor, as well as to other regional destinations.
Environment	
E-201: King County should participate in and support appropriate local, regional and national efforts and organizations focused on reducing greenhouse gas emissions and preparing for climate change impacts.	The FWLE would promote a reduction in automobile use and associated emissions by introducing a new transit alternative. The FWLE would improve air quality and conserve energy.
Transportation	
T-203: King County should encourage transit-supportive land uses, development, facilities and policies that lead to communities that transit can serve efficiently and effectively. As funding permits, King County should partner with jurisdictions and the private sector to spur transit-supportive development that enhances opportunities for transit, pedestrians, bicyclists, car and van pools, and other alternatives to single occupant vehicles. **T-204:** King County should support local and regional growth plans and policies by focusing transit services on centers and other areas of concentrated activity. **T-205:** King County should support, encourage, and implement high-capacity transit facilities and services that are consistent with, and supportive of, the comprehensive plan and Metro's Strategic Plan for Public Transportation.	The FWLE would provide a transportation alternative to SOV and provide affordable, reliable transit choices. The FWLE would efficiently move large numbers of people, increase the capacity of existing facilities, and promote more walkable and cohesive neighborhoods. The FWLE would provide connections to the other urban centers in the FWLE corridor, as well as to other regional destinations. The FWLE would provide the opportunity for TOD within designated urban centers where jurisdictions in the FWLE study area have identified areas for higher densities and a mix of uses. The FWLE is consistent with and supportive of comprehensive plans for the cities in which the project would be located.
T-320: Transportation improvements should be designed, built, and operated to minimize air, water and noise pollution, greenhouse gas emissions, and the disruption of natural surface water drainage in compliance with provisions and requirements of applicable federal, state and local environmental regulations. Natural and historic resource protection should also be considered. Particular care should be taken to minimize impacts where the location of such facilities could increase the pressure for development in critical areas or rural or resource lands.	The FWLE would help protect the environment by providing an alternative to automobiles and SOV travel through reduction in the number of vehicle miles traveled and by encouraging compact, urban development at regional centers and where the local jurisdictions have identified growth through their regulations.

TABLE D4.2-3

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

Policy Type and Goals	Discussion
Services, Facilities, and Utilities	
F-104: King County shall encourage new, rehabilitated, and preserved affordable housing development in areas with access to well-developed social, educational, and health services, as well as public transportation, sidewalks, and bicycle infrastructure.	Sound Transit's TOD policy encourages the creation of market rate and affordable housing options in station areas.
Economic Development	
ED-102: The focus for significant economic growth will remain within the Urban Growth Area, while within the Rural Area, the focus will be on sustaining and enhancing prosperous and successful rural businesses as well as encouraging new businesses that support and are compatible with the rural economic clusters.	The FWLE would provide the opportunity for TOD within designated urban centers where jurisdictions in the FWLE study area have identified areas for higher densities and a mix of uses. The FWLE is consistent with and supportive of comprehensive plans for the cities in which the project would be located.
City of SeaTac	
Land Use Element	
GOAL 1.7 - To address the siting of essential public facilities. **Policy 1.7A -** Administer a process consistent with both the GMA and the Countywide Planning Policies to address the siting of essential public facilities (EPF). Pursuant to the State EPF process, any EPF facility must be consistent with the City's goals and policies. Light rail transit facilities must be consistent with the City's preferred route/alignment and must include three stations: 1. The Tukwila International Boulevard Station, located at S. 154th St. (Southcenter Blvd. in Tukwila) and International Boulevard; 2. The SeaTac/Airport Station, located at S. 176th St. and International Boulevard; and 3. The S. 200th St. Station, located at S. 200th St. and 28th Ave. S.	Light rail is considered an essential public facility. Essential public facilities (e.g., airports, education facilities, transportation facilities) are, typically, difficult to site. Local comprehensive plans must accommodate the siting of essential public facilities. The FWLE does not propose any stations in the city of SeaTac, but the alignment for the FWLE would start south of the S 200th Street Station currently under construction.
Transportation Element	
GOAL 3.1 To promote the safe and efficient mobility of people and goods of SeaTac residents, businesses, and visitors through a multimodal transportation system that encourages alternative travel modes.	The FWLE would reduce dependency on the automobile by providing a fast, efficient, and reliable mode of transit with linkages to other travel modes.
GOAL 3.4 To encourage the use of transit and other High Occupancy Vehicle (HOV)/multimodal travel modes to accommodate a larger proportion of existing and future travel in and adjacent to the City of SeaTac. **Policy 3.4C** Coordinate with Sound Transit, King County/Metro, WSDOT, Port of Seattle, and other regional and local agencies to plan and implement for a High Capacity Transit (HCT) system to serve the City of SeaTac and the Airport. Integrate the systems into planned transportation system improvements such as the South Access Roadway project. **Policy 3.4E** Work with Sound Transit, Metro and private developers to provide transit rider amenities to create a more hospitable environment for transit users.	The FWLE is an HCT alternative that would reduce dependency on the automobile by providing a fast, efficient, and reliable mode of transit with linkages to other modes. It would also provide connections to the other urban centers in the corridor and other regional destinations. FWLE would use dedicated right-of-way to ensure reliability and maximize speeds, when possible.

TABLE D4.2-3

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

Policy Type and Goals	Discussion
Capital Facilities Element	
GOAL 4.5 To implement the Capital Facilities Element in a manner that coordinates and is consistent with the plans and policies of: • Other elements of the City Comprehensive Plan • The Countywide Planning Policies • The Washington Growth Management Act (GMA) • The plans and policies of other regional entities, adjacent counties, and municipalities, where possible.	Sound Transit has coordinated with the local jurisdictions on the siting of FWLE facilities and will continue to coordinate with those jurisdictions to ensure that the project continues to be consistent with the planning policies of all jurisdictions and the GMA.
Utilities Element	
GOAL 5.5 To coordinate planning for utility facility development with surrounding jurisdictions and utility providers. **Policy 5.5D** Provide timely and effective notice to utilities of the construction, maintenance or repair of streets, roads, highways or other facilities, and coordinate such work with the serving utilities to ensure that utility needs are appropriately considered.	Sound Transit would coordinate with utility providers on the potential construction impacts for FWLE alternatives. The FWLE EIS addresses utilities and identifies potential impacts and mitigation. A construction management plan would be developed and implemented with opportunities for input from affected jurisdictions and utility providers.
Community Image Element	
GOAL 6.1 Provide the residents of and visitors to the region with a positive identifiable image of the City of SeaTac. **Policy 6.1B Preservation of Existing Vegetation**. Preserve existing vegetation and street trees. **Policy 6.1C Planting of New Vegetation.** Continue to promote the installation of trees and other vegetation along streets. **Policy 6.1G Viewpoint Protection.** Identify, classify and preserve existing and potential public viewpoints. **Policy 6.1I Crime Prevention Through Environmental Design** (CPTED). Increase the sense of community safety through the use of CPTED in the built environment.	Sound Transit would minimize and mitigate for impacts on existing vegetation. In some areas this could result in removal of invasive species and restoration, such as replanting with native plants. The FWLE EIS considers the aesthetic and visual impacts of the alternatives and identifies mitigation to address impacts. Sound Transit would implement CPTED design principles directed at reducing criminal activities at stations and park-and-ride lots. Other measures to minimize crime could include use of security equipment (i.e., closed-circuit TV, sealed fare boxes, and automatically sealed exits), anticrime programs such as anti-graffiti programs, and security personnel.
GOAL 6.2 To provide a well-designed, pedestrian-friendly and community-oriented environment in the Urban Center. **Policy 6.2E Treatment of Support Structures.** Ensure that the support structures for any elevated transit system be designed using a full complement of design skills.	The FWLE would contribute to street activity as transit riders walk to the stations and destinations. The project allows for increased densities that would encourage a pedestrian environment. The FWLE elevated guideway portions would use similar architectural treatments to columns as seen on existing segments of the light rail system in SeaTac. The FWLE EIS considers the aesthetic and visual impacts of the alternatives and identifies mitigation to address impacts.
Economic Vitality Element	
GOAL 7.6 To upgrade existing and create new public infrastructure to provide capacity for economic growth through retaining current businesses and recruiting new businesses within the City of SeaTac. **Policy 7.6A** Public Infrastructure. Ensure that adequate public infrastructure is in place to retain current SeaTac businesses, support the expansion of those businesses, and recruit targeted companies as part of SeaTac's overall economic development program. **Policy 7.6C** Multi-Modal Transportation Strategy. Facilitate a multimodal transportation strategy which enhances the movement of people and goods to, from and throughout the City.	The FWLE would increase the ability of employees, customers, and businesses to access the city of SeaTac. The FWLE is an HCT alternative that would reduce dependency on the automobile by providing fast and reliable service with linkages to other modes, as well as providing connections to the other urban centers in the project corridor, to other urban communities, and to other regional destinations.

TABLE D4.2-3

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

Policy Type and Goals	Discussion
Environmental Management Element	
GOAL 8.1 Provide for the preservation of select environmental resources, enhancement of the urban environment, and resource conservation. **Policy 8.1A** Protect and enhance water quality. Preserve the amenity and ecological functions of water features through land use plans and innovative land development. **Policy 8.1D** Preserve and protect the water quality of natural surface water storage sites that help regulate stream flows and recharge groundwater. **Policy 8.1E** Protect the water quality, natural drainage, fish and wildlife habitat, and aesthetic functions of streams, creeks, and lakes.	The FWLE would comply with applicable local, state, and federal regulations. Design of the project would minimize impacts, and mitigation would be provided where impacts occur. Sound Transit's policy on ecosystem mitigation is to avoid impacts on environmentally sensitive resources and provide adequate mitigation for unavoidable impacts on ensure no net loss of ecosystem function and acreage as a result of Sound Transit projects. The FWLE would include stormwater detention and treatment to address impacts related to stormwater runoff. Sound Transit's Environmental Sustainability and Management System requires that low-impact operational stormwater management techniques be investigated and considered during the project design.
GOAL 8.2 Protect, preserve and enhance those features of the natural environment which are most sensitive to human activities such as steep slopes, wetlands, sensitive areas, streams, and air quality and provide adequate mitigation of adverse environmental impacts. **Policy 8.2N** Preserve, protect and enhance natural stream channels for their hydraulic, ecological and aesthetic functions through development regulations, land dedications, easements, incentives, acquisition, and other means. **Policy 8.2W** Encourage the retention of vegetation and encourage landscaping in order to provide filtering of suspended particulates.	The FWLE would comply with applicable local, state, and federal regulations. Design of the project would avoid or minimize impacts on critical areas and mitigation would be provided where impacts occur. Best management practices would be used during construction to minimize releases of substances to water or soil.
Policy 8.2X Support public transportation, nonmotorized transportation, and transportation demand management programs (TDM) as a means to reduce locally generated air emissions.	The FWLE would improve air quality in the region by providing an alternative mode of transportation to the automobile and by contributing to a mode shift from private automobile to transit.
City of Des Moines	
Land Use Element	
Policy 2-03-05 Promote a land use pattern, scale, and density that support public transportation services and encourages people to walk and bicycle, as well as provide convenient and safe automobile usage. **Policy 2-03-14** Healthy Community (2) Encourage mixed-use, pedestrian, and transit-oriented development along major transit corridors and near transit nodes to enable residents to be physically active through daily activity, such as walking to school, work, and shopping.	The FWLE would support growth around the stations where zoning is in place to accommodate this growth. The increased density would allow more efficient use of land, allowing for an efficient provision of services and facilities as well as promoting physical activities, including walkability, and the use of nonmotorized modes of transportation.
Transportation Element	
3-03-04 Public Transit **GOAL TR 4:** Encourage the expansion of public transit services to provide convenient and affordable transportation alternatives for all residents and employees. **Policy 3-04-04 Public Transit** -To provide convenient and affordable transportation alternatives for all residents and employees (Goal TR 4): (1) Promote transit use and support programs that improve transit coverage and service within Des Moines. *(CTP TR 4.1)*	The FWLE is an HCT alternative that would reduce dependency on the automobile by providing a fast, efficient, and reliable mode of transit with linkages to other modes, as well as providing connections to the other urban centers in the project corridor and other urban communities, as well as to other regional destinations. FWLE uses dedicated right-of-way to ensure reliability and maximize speeds, when possible.
3-03-05 Pedestrian and Bicycle Facilities **GOAL TR 5:** Provide a connected network of nonmotorized transportation facilities to provide access to local and regional destinations, and to support a healthy lifestyle. **Policy 3-05-05 Pedestrian and Bicycle Facilities -** To provide access to local and regional destinations, and support a healthy lifestyle (Goal TR 5):	The FWLE is an HCT alternative that would provide a fast, efficient, and reliable mode of transit with linkages to other modes, as well as providing connections to the other urban centers in the project corridor and other urban communities, as well as to other regional destinations. The FWLE EIS evaluates existing and future pedestrian and bicycle access to integrate pedestrians, bicycles, and other transportation

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

Policy Type and Goals	Discussion
(2) Prioritize pedestrian and bicycle improvements that provide access to schools, parks and other public buildings. Provide bicycle racks at schools, parks, and other public buildings. *(CTP TR 5.10)*	modes in the FWLE study area. FWLE stations would include amenities and considerations for patron needs, including weather protection, pedestrian comfort, and safety designs. Signage and wayfinding designs would be developed in cooperation with affected jurisdictions.
Capital Facilities, Utilities, and Public Services Element	
Policy 5-03-07 New or expanded facilities/utilities should be compatible with surrounding land uses; such facilities should minimally impact the natural or built environment.	The FWLE would comply with applicable environmental regulations to help minimize impacts. HCT has been studied and planned for by regional and local agencies in the FWLE corridor for over 30 years. Local jurisdictions have planned for the project in their comprehensive plans and have created zoning that provides for potential future land uses that are generally consistent with light rail and associated stations. Furthermore, all build alternatives would generally run adjacent to or within existing transportation rights-of-way and therefore would be consistent with existing adjacent land uses.
Parks, Recreation, and Open Space Element	
Policy 6-03-07 Economic Development (4) Make pedestrian-friendly improvements to downtown, Pacific Ridge, Midway, East Woodmont and Redondo for all citizens regardless of ability. Enhance business district rights-of-way with enhanced landscaping, way finding directional signs, and pedestrian pathways and areas in a manner that encourages pedestrian interaction between neighborhoods, recreation facilities, schools, business areas, waterfront parks, and the Marina and transportation links.	The FWLE supports TOD in station areas that allow increased density. The FWLE and would increase the walkability in areas surrounding stations. Transit station design would include pedestrian-friendly features, such as walkways and benches, as well as bicycle facilities. The FWLE EIS evaluates existing and future pedestrian and bicycle access to integrate pedestrians, bicycles, and other transportation modes in the FWLE study area.
Housing Element	
Goal 7-01-03 Protect existing and planned residential areas from adverse impacts associated with incompatible land uses or transportation facilities or activities.	The FWLE alternatives are adjacent to existing transportation corridors and designed to avoid residential areas to the degree practical. The FWLE would support growth around the stations where zoning is in place to accommodate this growth. The increased density would allow more efficient use of land, allowing for an efficient provision of services and facilities, as well as promoting physical activities and use of nonmotorized modes of transportation. FWLE would promote walkable and cohesive neighborhoods and protect areas where growth is not encouraged.
Community Character Element	
Goal 8-01-01 Residential Neighborhood Preservation (1) To continue to provide residents with stable and relatively quiet residential neighborhoods. (3) To ensure that residential neighborhoods are protected from undue adverse impacts associated with incompatible land uses or transportation facilities including, but not limited to, noise, air and water pollution, glare, excessive traffic, and inadequate on-site parking. (4) To ensure that residential neighborhoods are identified and protected from detrimental environmental noise levels.	The FWLE alternatives are adjacent to existing transportation corridors and would travel along the boundaries of residential neighborhoods to avoid bisecting the neighborhoods. Some FWLE alternatives would acquire residential properties and/or have construction or operation impacts along the edges of neighborhoods. The FWLE includes mitigation and design measures that would minimize impacts on residential neighborhoods. For those residential neighborhoods near light rail stations, there would be the benefit of improved access to a fast, efficient, reliable mode of transit.
Goal 8-01-02 Historic Preservation (1) To ensure historic properties and archeological sites are protected from undue adverse impacts associated with incompatible land uses or transportation facilities. (2) To ensure that historic properties and archeological sites are identified and protected from detrimental environmental noise levels.	Sound Transit has considered historic and culturally significant resources in development of the FWLE alternatives and will continue to do so throughout project development. Potential mitigation measures will be considered, as appropriate, for any impacts on historic and culturally significant resources that could not be avoided.

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

Policy Type and Goals	Discussion
Goal 8-01-03 Noise (1) To safeguard the health and safety of residents as progress and change take place within and outside the City. (2) To prevent community and environmental degradation by limiting environmental noise levels.	The FWLE EIS considers noise from construction and operation of the project and identifies ways to avoid, minimize, and mitigate impacts. Sound Transit's noise policy is to minimize noise levels at the source. In addition, Sound Transit has committed to a maintenance program that includes periodic rail grinding or replacement, wheel truing or replacement, vehicle maintenance, and operator training, which would minimize light rail noise levels.
Goal 8-03-01 Residential Neighborhood Preservation (3) To the extent permitted by state and federal law, maintain appropriate plans, zoning, development and building regulations and review procedures to ensure that designated residential neighborhoods will not be exposed to environmental noise levels that exceed an Ldn of 55 dBA, or existing noise levels as of April 20, 1995, whichever is greater. To the extent permitted by state and federal law, a reduction in the environmental noise level (greater than 55 Ldn) that existed as of April 20, 1995 should become the new maximum environmental level. (4) Maintain restrictions on the use of surface streets in residential neighborhoods to ensure that extraordinary increases in commercial traffic do not damage residential roads or subject residential neighborhoods to unusual congestion and noisy surface street traffic.	The FWLE EIS considers noise from construction and operation of the project and identifies ways to avoid, minimize, and mitigate impacts. Sound Transit's noise policy is to minimize noise levels at the source. In addition, Sound Transit has committed to a maintenance program that includes periodic rail grinding or replacement, wheel truing or replacement, vehicle maintenance, and operator training, which would minimize light rail noise levels.
Goal 8-03-03 Property Acquisition Areas (1) Continue to require that all land within Des Moines acquired by public entities be subject to the City's zoning and planning jurisdiction. (2) Require that all land within Des Moines acquired by public entities be developed in a manner consistent with city planning, zoning regulations, health, and safety requirements. (6) Require City approval and all necessary permits prior to the modification, demolition, and relocation of buildings and structures on land within Des Moines acquired by public entities. (7) Require that public entities complete environmental surveys for properties within Des Moines acquired by public entities to investigate soil and site contamination before allowing site preparation, construction, or demolition activities. Require remediation of identified soil and site contamination as a condition of site modification. (8) Require that any site development activity on land within Des Moines acquired by public entities meet City zoning regulations. (9) Retain full authority over the management, operation, and maintenance of streets and street-right-of-way within areas acquired by public entities.	The FWLE would be located within or adjacent to existing transportation corridors, which minimizes the amount of right-of-way required. Sound Transit would comply with local regulations, as well as state and federal regulations, when acquiring property. Required right-of-way would not be acquired until the environmental process has been completed. The City of Des Moines regulates zoning and the types of development that would be allowed. The FWLE is required to comply with zoning regulations and would comply with all permits and approvals from applicable local agencies prior to construction. Sound Transit would perform a level of environmental due diligence appropriate to the size and presumed past use of the property at all properties along the FWLE corridor before they would be acquired. Phase 2 environmental site assessments would be conducted where appropriate. Where known hazardous materials are present, Sound Transit would be responsible for the remediation of any contaminated soil and groundwater, including any that is previously unknown and found during construction. The FWLE would be located along existing roadways, which would remain owned and operated by the City of Des Moines where applicable.
Goal 8-03-04 Noise (1) Discourage the introduction of noise levels that are incompatible with current or planned land uses. Encourage the reduction of incompatible noise levels, and discourage the introduction of new land uses into areas where existing noise levels are incompatible with such land uses. (4) Require that noise levels generated from all land uses be restricted to the most stringent standard allowed by federal, state, or local standards. (5) Require buffering of noise from land uses that are highly noise generating through substantial berming, landscaping, setbacks, tree planting, and building construction and siting methods.	The FWLE EIS considers noise from construction and operation of the project and identifies mitigation to minimize and avoid impacts. If nighttime construction is required, the project would adhere to applicable local regulations. This noise analysis was conducted using Federal Transit Administration (FTA) and local noise evaluation criteria as applicable. FTA methods are most conservative and tailored to account for sensitivity of residential properties and other places where people sleep by accounting for 24-hour noise exposure levels rather than only on peak hour noise levels.

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

Policy Type and Goals	Discussion
(6) Require developers to limit construction activities to those hours of the day when nearby residents will not be unreasonably disturbed.	
Pacific Ridge Element	
Goal 11-01-01 The City of Des Moines intends to transform Pacific Ridge into a new urban community that takes advantage of its geographic location, local and regional transportation linkages, stable soils, and view potential. The transformation of Pacific Ridge will include replacement of lower-scale, existing buildings with new structures that will dramatically enhance the appearance, character, economics, and safety of the area. Pacific Ridge will contain buildings and open spaces designed for pedestrians as well as the motorist. Pacific Ridge will be an area of businesses and residences. New buildings may be five to eight stories in height along Pacific Highway emphasizing retail and office uses. Between the development along Pacific Highway and Interstate 5, buildings may be 8 or more stories in height emphasizing residential high-rise home ownership with green open spaces and view corridors. This new community will exhibit superior design features that make Pacific Ridge inviting to residents and businesses, complement other areas of Des Moines, and foster community pride. **Policy 11-03-10** Encourage use of alternative modes of transportation, including walking, bicycling, carpooling, and mass transit. Coordinate City-sponsored transportation improvements via the Comprehensive Transportation Plan and the Capital Improvement Program.	The FWLE would support TOD where zoning and land use codes allow greater densities, including designated urban centers and identified neighborhoods. The FWLE would encourage the use of nonmotorized and alternative modes of transportation and provide fast, reliable, and efficient connections.
Policy 11-03-11 Coordinate with Sound Transit and the Cities of Kent, SeaTac and Federal Way on the extension of light rail through Des Moines.	Sound Transit has been working with and will continue to work with the jurisdictions within the FWLE corridor and with regional and state agencies.
Policy 11-03-16 Enhance personal and property safety through development regulation, including use of crime prevention through environmental design (CPTED) guidelines or regulations. **Policy 11-03-18** Encourage new development to include public benefit features such as plazas and courtyards with outdoor seating, hill-climbs, overhead weather protection, public art, etc.	Sound Transit implements CPTED design principles, which are directed at reducing crime incidents at stations and park-and-ride lots. Sound Transit implements an art in public spaces program into their facility design. FWLE design would incorporate input from host jurisdictions. The design of the station areas would include CPTED principles for safety as well as other features related to seating and landscaping, and all stations would be Americans with Disabilities Act (ADA)-accessible.
City of Kent	
Land Use Element	
Goal LU-9: Provide adequate land and densities to accommodate the adopted twenty (20) year housing target of 4,284 new dwelling units within the existing city limits, and through an interlocal agreement with King County, adopt the housing target of 619 new dwelling units within Kent's Potential Annexation Area. **Policy LU-9.4:** Locate housing opportunities with a variety of densities within close proximity to employment, shopping, transit, and where possible, near human and community services.	The FWLE would promote mixed-use development in designated urban growth areas and focus most growth in station areas where zoning and land use codes allow greater densities, including residential development. The increased density would allow more efficient use of land, promote efficient provision of services and facilities, and encourage walkable and cohesive neighborhoods. FWLE would provide fast, reliable, and efficient connections to the other urban centers in the project corridor and to other urban communities, as well as to other regional destinations.
Goal LU-24: Encourage well designed, compact land use patterns to reduce dependency on the automobile, and thereby improve air and water quality and conserve energy resources. Establish mixed-use commercial, office, and residential areas to present convenient opportunities for travel by transit, foot, and bicycle. **Policy LU-24.1:** Incorporate bike lanes in designated roadway designs, ensure that sidewalks and other pedestrian amenities are provided in conjunction with private and public development, and incorporate convenient transit stations in designs for mixed-use development.	The FWLE would encourage mixed-use development (commercial, office, and residential) in designated urban growth areas and would focus most growth in station areas where zoning and land use codes allow greater densities. The increased density would allow more efficient use of land, promoting efficient provision of services and facilities. The FWLE would reduce dependency on the automobile by providing a fast, efficient, and reliable mode of transit with linkages to other modes, and it would also support development in areas targeted for growth. The FWLE EIS evaluates existing and future pedestrian and bicycle access to ensure that safe connections would be maintained or integrated into FWLE station design.

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

Policy Type and Goals	Discussion
Goal LU-25: Ensure that the City's environmental policies and regulations comply with state and federal environmental protection regulations regarding air and water quality, hazardous materials noise and wildlife and fisheries resources and habitat protection. Demonstrate support for environmental quality in land use plans, capital improvement programs, code enforcement, implementation programs, development regulations, and site plan review to ensure that local land use management is consistent with the City's overall natural resource goals.	The FWLE would comply with applicable local, state, and federal environmental regulations. The FWLE would minimize impacts and would mitigate, as appropriate, for impacts on sensitive areas or open spaces. The FWLE EIS considers noise impacts on adjacent communities, as well as air and water pollution. Sound Transit's light rail design criteria prioritize low-impact development (LID) stormwater management techniques. LID options are evaluated during the design process for the project and would be employed unless they are determined to be infeasible due to site-specific soil or groundwater conditions.
Goal LU-26: Protect and enhance natural resources for multiple benefits, including recreation, fish and wildlife resources and habitat, flood protection, water supply, and open space. **Policy LU-26.2:** Protect wetlands not as isolated units, but as ecosystems, and essential elements of watersheds. Base protection measures on wetland functions and values, and the effects of on-site and off-site activities. **Policy LU-26.3:** When jurisdictional boundaries are involved coordinate wetland protection and enhancement plans and actions with adjacent jurisdictions and the Muckleshoot Indian Tribe. **Policy LU-26.4:** Maintain rivers and streams in their natural state. Rehabilitate degraded channels and banks via public programs and in conjunction with proposed new development. **Policy LU-26.7:** Protect the quality and quantity of groundwater used for water supply in accordance with the City of Kent Water Quality Program recommendations.	The FWLE would comply with applicable local, state, and federal environmental regulations. The FWLE would minimize impacts and would mitigate for impacts, as appropriate, to sensitive areas or open spaces. Section 4.9, Ecosystems, of the FWLE EIS describes potential wetland and stream impacts from the build alternatives and discusses the type and ecological function of affected wetlands and streams. Section 4.9 of the EIS also describes mitigation applicable to minimize impacts on these resources. The FWLE project has been coordinating with the Muckleshoot Indian Tribe throughout the environmental process. Sound Transit's light rail design criteria prioritize LID stormwater management techniques. LID options are evaluated during the design process for the project and would be employed unless they are determined to be infeasible due to site-specific soil or groundwater conditions.
Community Development Element	
Goal CD-3: Establish site design standards that encourage pedestrian and bicycle use. Consider equally during site design all modes of transportation access, including pedestrian, bicycle, transit, and motor vehicle. **Policy CD-3.3:** Encourage development to orient around existing and proposed transit stops and to provide pedestrian amenities and convenient access to the transit stops. **Policy CD-3.4:** Encourage amenities for alternative transportation modes at transit facilities (e.g., bike racks and lockers, pedestrian landing pads, or transit shelters).	The FWLE EIS evaluates existing and future pedestrian and bicycle access to ensure that safe connections would be maintained or integrated into FWLE station design. Station designs consider all joining travel modes—pedestrian, passenger drop-off, transit transfers, bicycles, and, when possible and needed, park-and-ride facilities. Sound Transit also complies with ADA design requirements. The FWLE would be a fast, efficient, and reliable transportation system that would provide an alternative to the SOV and would provide linkages to other travel modes, including rail, bus, and walking.
Goal CD-5: Develop mixed-use areas which are vital and attractive focal points of community activity. **Policy CD-5.5:** Encourage transit agencies to provide attractive and distinctive shelters and seating for transit stops serving mixed-use areas. **Policy CD-5.6:** Encourage activity around transit stops by surrounding them with retail, office, and residential uses. Locate parking areas within short walking distance of transit stops and other uses.	The FWLE would support mixed-use development (commercial, office, and residential) in designated urban growth areas and would focus most growth in station areas where zoning and land use codes allow greater densities. The increased density would allow more efficient use of land, promote efficient provision of services and facilities, and encourage walkable and cohesive neighborhoods. Where needed, the FWLE would include parking garages or expanding park-and-ride facilities adjacent to the transit stations.
Goal-CD-19: Protect the natural landscapes, which characterize Kent. **Policy CD-19.2:** Encourage the preservation of healthy, attractive native vegetation during land development. Where this is not possible, encourage site landscaping which uses appropriate native plant materials.	The FWLE would minimize and, where appropriate, mitigate impacts. Potential mitigation could include planting native plants and trees, as applicable.
Goal CD-22: Promote Low-Impact Development and limited disturbance of natural hydrological systems, so that water quantity and quality are protected throughout the development process and occupation of the site. **Policy CD-22.2:** Promote the use of rain gardens, open ditches or swales, and pervious driveways and parking areas in site design to	The FWLE would comply with applicable regulations. Sound Transit's light rail design criteria prioritize LID stormwater management techniques. LID options are evaluated during the design process for the project and would be employed unless they are determined to be infeasible due to site-specific soil or groundwater conditions

TABLE D4.2-3

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

Policy Type and Goals	Discussion
maximize infiltration of stormwater and minimize runoff into environmentally critical areas. **Policy CD-22.3:** Promote inclusion of passive rainwater collection systems in site and architectural design for nonpotable water (gray-water) storage and use, thereby saving potable (drinking) water for ingestion.	
Housing Element	
Policy H-2.4: Support the development of housing near transportation hubs and employment centers.	The FWLE includes stations which would function as transportation hubs. The City could provide zoning near these hubs that would support the development of housing. Furthermore, after project construction, any surplus property owned by Sound Transit will be developed consistent with the agency's policy promoting TOD.
Transportation Element	
Goal TR-1: Coordinate land use and transportation planning to meet the needs of the City consistent with the Growth Management Act. **Policy TR-1.2:** Ensure consistency between land use and transportation plans so that transportation facilities are compatible with the type and intensity of land uses. **Policy TR-1.7:** Prioritize those projects that improve transportation facilities and services within designated centers and along identified corridors connecting centers; those that support the existing economic base and those that will aid the City in attracting new investments to those centers. **Policy TR-1.9:** Promote multimodal facilities and services, street design, and development that includes residential, commercial, and employment opportunities within walking/bicycling distance so that distances traveled are shorter and there is less need for people to travel by automobile. Policy TR-1.10: Incorporate pedestrian and transit-friendly design features into new development. Examples include: • Orient entries of major buildings to the street and closer to transit stops rather than to parking lots. • Avoid constructing large surface parking areas between the building frontage and the street. • Provide pedestrian pathways that provide convenient walking distances to activities and to transit stops. • Cluster major buildings within developments to improve pedestrian and transit access. • Provide weather protection such as covered walkways connecting buildings, and covered waiting areas for transit and ride-sharing. • Design for pedestrian safety, providing adequate lighting and barrier-free pedestrian linkages. • Provide bicycle connections and secure bicycle storage lockers convenient to major transit facilities. • Use design features to create an attractive, interesting, and safe pedestrian environment that will encourage pedestrian use. • Design transit access to large developments, considering bus stops and shelters as part of the project design. • Encourage developers of larger and public projects to provide restrooms for public use.	The FWLE supports mixed-use development in designated urban growth areas and would help focus most growth in station areas where zoning and land use codes allow greater densities. The increased density would allow more efficient use of land. The FWLE would provide fast, reliable, and efficient connections to the other urban centers in the FWLE corridor and other urban communities, as well as to other regional destinations. The FWLE would serve as an alternative to the single-occupant vehicle (SOV) and would also provide linkages to other travel modes, including rail, bus, and walking. This would help the overall transportation system operate more efficiently with fewer cars and provide more walkable and livable communities with affordable transportation.
Goal TR-5: Design transportation facilities to preserve and to be consistent with the natural and built environments. **Policy TR-5.1:** Encourage landscapes at transportation facilities that complement neighborhood character and amenities, incorporate street trees in planting strips to improve air quality and visual aesthetics, and implement traffic calming strategies.	The FWLE would comply with applicable local, state, and federal regulations to preserve and enhance the natural environment. The FWLE would minimize impacts and mitigate, where appropriate, for any impacts on sensitive areas or open spaces. In some areas this could result in the removal of invasive species and restoration,

TABLE D4.2-3

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

Policy Type and Goals	Discussion
Policy TR-5.2: Separate pedestrians from traffic lanes on all arterials, wherever possible, by the use of street trees and landscaped strips, and avoid the construction of sidewalks next to street curbs. **Policy TR-5.3:** Maintain and incorporate prominent features of the natural environment when landscaping transportation facilities.	including replanting with native plants. Station areas would include landscaping.
Goal TR-7: Improve the non-motorized transportation system to provide a comprehensive system of connecting sidewalks, walkways, on-street bicycle facilities, and shared-use paths that will encourage increased usage and safe travel. **Policy TR-7.7:** Encourage the installation of bicycle parking facilities at park-and-ride facilities, train/transit stations, shopping malls, office buildings, and all land use types that attract the general public.	The FWLE would provide a fast, reliable, and efficient mode of transit linking the city of Kent to the other urban centers in the project corridor, as well as to other urban communities and destinations in the region. The project would include linkages to other travel modes, including buses, bicycles, and walking. The FWLE would be designed to be integrated into the pedestrian-friendly environment with context-sensitive design considerations. Drop-off designation areas are planned at station locations, and bicycle racks are planned where appropriate. Signage and wayfinding designs for each mode would be developed with input from affected jurisdictions.
GOAL TR-8: Encourage the development and use of alternatives to SOVs. **Policy TR-8.1:** Work with regional transit providers to resolve the transit needs identified in the TMP and provide high-quality travel options for local residents, employees, students, visitors, business, and other users of local and regional facilities. **Policy TR-8.2:** Work with regional transit providers to establish a hierarchy of transit services focused on three major elements: • Kent-Kent Connections • Kent-South County Connections • Kent-Regional Connections **Policy TR-8.3:** Emphasize transit service and capital investments that provide mobility and access within the city of Kent and make it possible for residents to access local services and support local businesses while reducing their travel by auto. **Policy TR-8.5:** Develop a network of park-and-ride facilities in cooperation with regional transit providers and the Washington State Department of Transportation. Work to ensure that the regional transit system includes park-and-ride lots in outlying areas, which could: • Intercept trips by SOVs closer to the trip origins • Reduce traffic congestion • Reduce total vehicle miles traveled **Policy TR-8.6:** Secure a share of regional transit system facilities and service priorities for Kent residents proportional to the City of Kent's contributed share of regional transit revenues. **Policy TR-8.9:** Coordinate with transit providers and other transportation agencies in the design and placement of bus shelters and transit-supportive facilities that are needed at both ends of the transit trip when the transit rider becomes a pedestrian or a bike rider. These include but are not limited to transit shelters, bike racks or lockers, good (illuminated) pedestrian paths to and from transit stops, and covered walkways, wherever possible. Work with transit agencies and developers to design transit facilities that are compatible with neighborhood character. **Policy TR-8.12:** Work with private developers and transit providers to integrate transit facilities into residential, retail, manufacturing, commercial, office, and other types of development using the following actions: • Support transit by including land uses with mixed-use and night-time activities • Support TOD opportunities with the private and public sectors	The FWLE would provide an alternative to SOVs, with linkages to other transit modes and nonmotorized transit. Sound Transit has been coordinating with and will continue to coordinate with the City of Kent on the development of the FWLE. The FWLE would provide Kent regional connections. The FWLE would be designed to be integrated into the pedestrian-friendly environment with context-sensitive design considerations. Drop-off designation areas are planned at station locations, and bicycle racks are planned where appropriate. The FWLE would support mixed-use development (commercial, office, and residential) in designated urban growth areas and help focus growth in station areas where zoning and land use codes allow greater densities. The increased density would allow more efficient use of land, promote efficient provision of services and facilities, and encourage walkable and cohesive neighborhoods. Where needed, the FWLE would include parking garages or expanding park-and-ride facilities adjacent to the transit stations.

TABLE D4.2-3

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

Policy Type and Goals	Discussion
• Integrate multiple access modes, including buses, carpools, vanpools, bicycles, and pedestrians • Support and facilitate transit use by choice of urban design and community character	
Goal TR-11. Ensure that transportation facilities are developed and maintained in a manner that is sensitive to the natural environment and support a transportation system that minimizes its impact on the environment. **Policy TR-11-1:** Minimize levels of harmful pollutants generated by transportation-related construction, operations, and maintenance activities from entering surface and groundwater resources. **Policy TR-11.3:** Ensure that transportation-related improvement projects comply with state and federal guidelines for air and water quality.	The FWLE would comply with applicable local, state, and federal environmental regulations. The FWLE would minimize impacts and would mitigate for impacts, as appropriate, to sensitive areas. Section 4.8, Water Resources, of the FWLE EIS describes water quality impacts from the build alternatives. Section 4.8 also describes mitigation applicable to minimize impacts on these resources. Chapter 5 describes construction period impacts, best management practices, and mitigation measures related to water quality. Sound Transit's light rail design criteria prioritize LID stormwater management techniques. LID options are evaluated during the design process for the project and would be employed unless they are determined to be infeasible due to site-specific soil or groundwater conditions.
Economic Development Element	
Goal ED-3: Promote mixed-use residential and commercial development to provide employment for citizens and services for residents, and maintain Kent's position as an economic center in South King County. **Policy ED-3.3:** Provide for pedestrian, bicycle, and public transit access along identified transit arterials and encourage more intensive commercial development at major nodes in the street and transit network, to reduce dependency on automobiles.	The FWLE would encourage mixed-use development (commercial, office, and residential) in designated urban growth areas, which could promote employment and services for the city's residents. The FWLE is a fast, efficient, and reliable transportation system that would provide an alternative to the SOV and would provide linkages to other travel modes, including buses and walking. The FWLE would support use by pedestrian and bicycle users by providing a safe, efficient, accessible transit alternative with user-friendly amenities.
Midway Subarea Plan (Kent)	
Goal MLU-1: Increase employment opportunities and housing choices in support of rapid light rail and mass transit options within areas designated Transit Oriented Community.	The FWLE would encourage mixed-use development (commercial, office, and residential) to allow growth at greater densities where the existing land use policies and regulations allow, such as the Midway Subarea.
Goal MLU-3: Establish a multimodal circulation network within areas designated Transit Oriented Community that is safe, interesting and encourages walking, bicycling and transit use, and connects to surrounding neighborhoods. **Policy MLU-3.2:** Ensure multimodal public or semi-public throughways at a minimum of every 400 feet to connect commercial and residential uses with public parks, trails, streets or other public amenities.	The FWLE would encourage the use of alternative and nonmotorized modes of transportation and would provide safe and efficient transit service with pedestrian- and bicycle-friendly facilities. The FWLE EIS evaluates existing and future pedestrian and bicycle access to ensure that safe connections would be maintained or integrated into light rail system design.
Goal MUD-1: Create a place that is distinctive, aesthetically beautiful, evokes permanence of the built environment, and supports social interaction in the dynamic urban center of the areas designated Transit Oriented Community. **Policy MUD-1.1:** Ensure quality and durable materials and interesting architectural details are incorporated into new and remodeled structures, including structures for parking, mechanical services, or solid waste collection. **Policy MUD-1.3:** Create public plazas, building entrances, and pathways that are integrated into the private and public realm to encourage social interaction and to facilitate the use of public transportation. **Policy MUD-1.6:** Provide visual interest at entrances to standalone or internal structured parking facilities. **Policy MUD-1.8:** Encourage public and private art in public open areas and on buildings.	FWLE facilities would be designed with durable materials and would be consistent with community character. Sound Transit implements an art in public spaces program into its facility design. The FWLE design would incorporate input from host jurisdictions. Sound Transit has and will continue to work with the City of Kent and residents during planning and design of the FWLE to ensure the design of the stations reflects the character of the surrounding area, including landscaping, compatible building materials, and art elements.

TABLE D4.2-3

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

Policy Type and Goals	Discussion
Goal MUD-2: Create an urban form that is environmentally sensitive and sustainable in areas designated Transit Oriented Community. **Policy MUD-2.1:** Promote environmentally sustainable building design that takes into account sun orientation, water and energy conservation, and practices such as the US Green Building Council LEED certification. **Policy MUD-2.2:** Emphasize natural drainage systems wherever feasible, including, but not limited to, green roofs or walls, rain gardens and so forth. **Policy MUD-2.3:** Apply landscaping standards that emphasize environmentally sustainable practices through plant selection, horticultural practices, and water retention, diversion and conservation.	The FWLE would comply with applicable design and environmental regulations. Sound Transit's light rail design criteria prioritize LID stormwater management techniques. LID options are evaluated during the design process for the project and would be employed unless they are determined to be infeasible due to site-specific soil or groundwater conditions. Sound Transit would work with the jurisdictions on the landscaping requirements and design features at FWLE facilities.
Goal MUD-4: Support transit use and the pedestrian environment through parking management, design, and standards within areas designated Transit Oriented Community. **Policy MUD-4.3:** Encourage structured parking.	Station Options in the Midway Subarea include surface parking, which is not completely consistent with Policies MUD-4.3 and MUD-4.4 that call for structured parking. Sound Transit will continue to work with the City of Kent and residents during planning and design of the FWLE so the design of the station considers input from the local community.
Goal MT-2: Create design guidelines for a street hierarchy that addresses the pedestrian and environmental needs in the areas designated Transit Oriented Community. **Policy MT-2.5:** Work with transit agencies to ensure safe access to local and regional transit, including but not limited to covered bus shelters and sky-bridges.	The FWLE would be designed to integrate with the pedestrian-friendly environment with context-sensitive design considerations. The design of the station areas would include CPTED principles for safety and would include other features related to seating and landscaping. Stations would be ADA-accessible.
Goal MT-3: Integrate high capacity light rail transit service and associated station locations into the urban design and functionality of the street systems. **Policy MT-3.1:** Work with Sound Transit during all phases of planning for the extension of light rail into Midway to ensure Kent's preferred rail alignment and station location are realized. **Policy MT-3.2:** Work with Sound Transit and other entities to provide an elevated pedestrian crossing over Pacific Highway South near Highline College. **Policy MT-3.3:** Work with Sound Transit and additional partners to establish a shared parking structure associated with the future light rail station proposed in the vicinity of Highline College. **Policy MT-3.4:** Integrate any proposed parking structure associated with the light rail station into the urban landscape by adding commercial uses at ground floor, an active pedestrian plaza, and art to enhance the pedestrian environment and minimize the impact of vehicular traffic. **Policy MT-3.5:** Work with transit agencies and private entities to ensure communities, businesses, and park & ride facilities located outside of the one-half mile radius around the future light rail stations are connected to the high capacity transit system. **Policy MT-3.6:** Ensure proposed development is compatible with future light rail improvements by identifying and preserving rights of way necessary for future transportation projects.	The FWLE would support mixed-use development (commercial, office, and residential) in designated urban growth areas and would focus most growth in station areas where zoning and land use codes allow greater densities. Sound Transit has been coordinating and will continue to coordinate with the City of Kent on the FWLE, including regarding siting of facilities. The Sound Transit Board will identify a preferred alignment and station locations during the EIS process. Because the preferred alignment has not yet been identified and several options are being considered at this stage of project development, the FWLE is not entirely consistent with Policies MT-3.1 through MT-3.4 which state specific local preferences. Sound Transit will also continue to work with the City of Kent and residents during planning and design of the FWLE so the design of the station considers the character of the surrounding area. The FWLE would provide linkages to other transportation modes, including bus and bicycle. It would also promote walkable and cohesive neighborhoods.
Goal MIC-2: Continue coordination with regional and state transportation agencies on matters of transportation investments, planning and construction. **Policy MIC-2.1:** Coordinate with Sound Transit, King County METRO, Washington State Department of Transportation, and Puget Sound Regional Council to ensure facilities and services are provided over time.	Sound Transit has coordinated with and will continue to coordinate with area transportation providers and local jurisdictions with regards to the FWLE.

TABLE D4.2-3

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

Policy Type and Goals	Discussion
City of Federal Way	
City Center Chapter	
CCG2 Attract a regional market for high quality office and retail uses which increases employment opportunities, adds to the City's tax base, and establishes Federal Way's City Center as an economic leader in the South King County Region.	The FWLE would support mixed-use development (commercial, office, and residential) in designated urban areas that could attract commercial and business uses and provide increased employment opportunities. The increased density would allow more efficient use of land, thereby allowing for an efficient provision of services and facilities. The FWLE would provide fast, reliable, and efficient connections to the other urban centers in the project corridor and to other urban communities, as well as to other regional destinations.
CCG3 Connect the City Center to a convenient regional transit system. Provide service between centers and nearby areas by an efficient, transit-oriented, and multimodal transportation system.	The FWLE would provide connections to urban centers, as well as to regional destinations, with a fast, efficient, and reliable transit system. It would encourage the use of multimodal and nonmotorized transportation alternatives.
CCG8 Develop land use patterns that will encourage less dependency on the single occupant automobile.	The FWLE would provide a non-SOV form of transportation and opportunities for supportive land uses that would encourage more efficient use of land through increased density where zoning and land use codes allow.
CCG15 Provide a balanced transportation network that accommodates public transportation, high occupancy vehicles, pedestrians, bicyclists, automobiles, and integrated parking.	The FWLE would provide a fast, efficient, and reliable transportation system that would provide an alternative to the SOV and would also provide linkages to other travel modes, including bus, bicycle, and walking.
CCG16 Improve the flow of vehicular traffic through the City Center and minimize increases in congestion.	The FWLE would provide affordable, convenient, and accessible transit service into and out of Federal Way and promote alternative modes of transportation beyond SOV. Chapter 3, Transportation, of the FWLE EIS includes an analysis of traffic through Federal Way's City Center. No traffic impacts in this area would occur from the FWLE.
CCG17 Promote and facilitate the effective use of nonmotorized transportation. Create a safe, efficient, and enjoyable pedestrian and bicycle system.	The FWLE would encourage the use of transit and nonmotorized modes of transportation. The FWLE EIS evaluates existing and future pedestrian and bicycle access to ensure that safe connections would be maintained or integrated into FWLE station design. Station designs consider all joining modes—pedestrian, passenger drop-off, transit transfers, bicycles, and, when possible and needed, park-and-ride facilities. Sound Transit complies with ADA design requirements.
CCP17 Emphasize pedestrian and bicycle circulation, as well as other travel modes in all aspects of developing the City Center transportation system. Include public sidewalks, street trees, and other pedestrian amenities for streets.	The FWLE would support use by pedestrian and bicycle users by providing a safe, efficient, accessible transit alternative with user-friendly amenities.
CCP21 Continue to site and screen parking lots to minimize impact on the pedestrian environment.	Sound Transit has coordinated with the City of Federal Way on the FWLE. The FWLE would be designed to integrate into the pedestrian-friendly environment with context-sensitive design considerations.
CCP23 Encourage transit use by improving pedestrian and bicycle linkages to the existing and future transit system, and by improving the security and utility of park-and-ride lots and bus stops.	The FWLE would provide a safe, fast, efficient, and reliable transportation system that would be an alternative to the SOV and would also provide linkages to other travel modes, including bus, bicycle, and walking. Sound Transit implements CPTED design principles directed at reducing crime incidents at stations and park-and-ride lots.
CCG18 Work with the transit providers to develop a detailed transit plan for the City Center. Identify facilities, services, and implementation measures needed to make transit a viable and attractive travel mode. Tailor the plan to meet local needs through rapid transit, express buses, community service, and/or demand-responsive service.	Sound Transit has coordinated and will continue to coordinate with the City of Federal Way and King County Metro on the FWLE.

TABLE D4.2-3

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

Policy Type and Goals	Discussion
CCP27 Continue to focus transportation investments to support transit and pedestrian/bicycle-oriented land use patterns, specifically in the core area.	The FWLE EIS evaluates FWLE alternatives, which include station locations within the city's core area. FWLE would support TOD by allowing greater density and a mixture of land uses to occur in the station areas. The increased density would promote more efficient use of land, allowing efficient provision of services and facilities, as well as encouraging walkable and cohesive neighborhoods.
CCP29 Establish the most intensive levels of transit service to the City Center area.	The FWLE light rail would provide direct transit service to the City Center area and provide connections to other urban centers along the project corridor, as well as to other regional destinations. The FWLE would provide linkages to other modes of transit, including bus, bicycle, and walking.
CCP30 Integrate any transit system with existing or new road right-of-way.	The FWLE would be located within a dedicated right-of-way and generally follow existing transportation corridors.
CCP31 Integrate the high capacity transit system with other transportation modes serving Federal Way and the region.	The FWLE would provide links to urban centers along the project corridor, as well as to other regional destinations. Light rail stations would be designed to integrate access from other modes of transportation, including bus, bicycle, and walking.
CCG20 Encourage the development of a higher-density, mixed-use City Center that in turn will reduce the demand for large amounts of separate parking facilities for individual developments.	The FWLE would promote mixed-use development in designated urban growth areas and focus most growth in station areas where zoning and land use codes allow greater densities. The increased density would allow more efficient use of land and more walkable communities, as well as reducing dependency on SOV.
CCP40 The City will encourage the provision of structured parking.	The FWLE would include the expansion of the existing park-and-ride facilities or construction of new parking garages in Federal Way. These facilities could include structures to minimize the project footprint.
Land Use	
LUP27 Encourage development of regional uses in the City Center.	The FWLE would encourage mixed-use development (commercial, office, and residential) in designated urban growth areas and would focus most growth in station areas where zoning and land use codes allow greater densities.
Community Business	
LUG6 Transform Community Business areas into vital, attractive, areas with a mix of uses that appeal to pedestrians, motorists, and residents, and enhance the community's image.	The FWLE would promote mixed-use development and would encourage more efficient use of land, allowing efficient provision of services and facilities within the community. The FWLE would also provide user-friendly amenities. The FWLE would provide fast, reliable, and efficient connections to other urban centers in the project corridor and to other regional destinations.
LUP40 Encourage transformation of the Pacific Highway (SR 99) Community Business corridors into quality retail/commercial mixed use areas, designed to integrate auto, pedestrian, and transit circulation, and to improve traffic flow and safety, including access control and off-street interconnectivity between adjoining properties where feasible. Continue to utilize Community Design Guidelines to ensure quality site and building design and functional and aesthetic compatibility between uses. Integration of pedestrian amenities and open space into retail and office development should also be encouraged.	The FWLE would promote mixed-use development near stations areas along SR 99. The station areas would provide linkages to other modes, including bus, bicycle, and walking. Design of the stations would include context-sensitive design; stations would be designed to integrate into the pedestrian-friendly environment. The FWLE alternatives that travel along I-5 would not be as consistent because the alternatives and station locations although in close proximity to SR 99 may not encourage transformation to the same degree as SR 99 alternatives.
Transportation	
TG2 Provide a safe, efficient, convenient, and financially sustainable transportation system with sufficient capacity to move people, goods, and services at an acceptable level of service. The City shall develop and adopt policies for the construction, reconstruction, maintenance, and preservation of new and existing facilities.	The FWLE would provide a fast, efficient, and reliable mode of transit as an alternative to SOVs and would provide connections to other urban centers in the project corridor and the region.

TABLE D4.2-3

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

Policy Type and Goals	Discussion
TP9 Identify and implement changes to the transportation system that reduces reliance on the single occupant vehicle. Support state, regional, and local visions and policies.	The FWLE would promote regional and local polices related to reducing dependence on SOVs.
TP25 Allow improvements to traffic flow only where they contribute to traffic and pedestrian safety, high capacity transit and HOV system enhancements, and reduce air pollution.	The FWLE would create an efficient, accessible, safe, and affordable public service for city residents and businesses and increase the capacity of existing transit facilities. The FWLE would improve air quality.
TP31 Integrate the traffic circulation network with high capacity transit, HOV, bicycle, and pedestrian networks with consideration to regional system needs, including air and port facilities.	The FWLE would provide a safe, fast, efficient, and reliable transportation system that would be an alternative to the SOV and would also provide linkages to other travel modes, including bus, bicycle, and walking. It would also provide connections to other urban centers in the project corridor and region.
TP33 Acquire rights-of-way for high capacity transit whenever possible in advance of their need, and make accommodations for any improvements, whether public or private, to provide for future high capacity transit needs without major redevelopment (e.g., locate structures so they would not need to be altered to accommodate future high capacity transit facilities).	After completion of the environmental review process, Sound Transit would be able to preserve right-of-way for future light rail service.
TG5 a. Employ and promote the application of nonconstruction, and transit/HOV construction actions to preserve and enhance mobility and assist in achievement of the land use vision. b. Develop methods to successfully measure and achieve the following HOV & Transit mode split-levels by the year 2010: • 15 percent of all daily trips over one mile in length; • 30 percent of all work trips; and • 40 percent of trips between major activity centers. c. Assist all CTR affected and voluntary employers in the Federal Way planning area to achieve the Commute Trip Reduction Act travel reduction goals. d. Ensure that all members of the community, including those with transportation disadvantages, have viable travel options or alternatives.	The FWLE would provide a non-SOV form of transportation and would provide opportunities for supportive land uses, thereby furthering the ability of the city to achieve its mode-split goals. The FWLE would provide linkages to other transit options and would be designed to provide all members of the communities with access to the stations and trains.
TG6- a. Prepare and provide for an enhanced, high capacity transit system, maintaining area residents' mobility and travel options. b. Foster phased improvements that expand transit services in time to meet the demand for these services.	The FWLE is an HCT alternative that would reduce dependency on the automobile by providing a fast, efficient, and reliable mode of transit with linkages to other travel modes. It would also provide connections to the other urban centers in the corridor, other urban communities, and other regional destinations. Sound Transit has coordinated with and will continue to work with the City of Federal Way on the FWLE.
TP67 Promote the creation and use of a regional transit system that provides a cost-effective alternative mode of travel to the single occupant auto, and assists the region in attaining air quality standards. This system should be extended to the City on a timely basis and be preceded by phased implementation of increased levels of local and regional bus and HOV services which maximize accessibility to regional jobs and maintains Federal Way as a regional activity center.	The FWLE would provide connections to urban centers along the project corridor, as well as to other regional destinations, with a fast, efficient, and reliable transit system. It would encourage the use of multimodal and nonmotorized transportation alternatives, which would improve air quality in the region.
TP70 The regional and local transit systems should be designed to meet the requirements of the elderly and disabled (as prescribed by the ADA) and should take advantage of technological advances in transportation reflected in Advanced Public Transit Systems (e.g., traveler information, system monitoring, performance monitoring, etc.).	The FWLE would be designed to provide all members of the communities with access to the stations and trains. The design of the FWLE station areas would include features related to pedestrian safety and would be ADA compliant.

TABLE D4.2-3
Federal Way Link Extension Consistency with Regional and Local Goals and Policies

Policy Type and Goals	Discussion
TP71 The City will continue to cooperate with regional and local transit providers to develop facilities that make transit a more attractive option (e.g., bus shelters, rapid intermodal connections, frequent all day service, safe and attractive facilities).	FWLE facilities would include amenities and considerations of the needs of patrons, including weather protection, comfort and convenience features such as benches and trash receptacles, and safety features such as security lighting. Sound Transit has coordinated with and will continue to coordinate with the City of Federal Way and with King County Metro with regards to the FWLE.
TP74 Enhance the viability of regional and local transit service by establishing design standards for streets that move transit, pedestrian, and cyclists in the City Center.	The FWLE would comply with applicable regulations and design standards for local streets.
Economic Development	
EDG2 The City will encourage concentration of non-residential development into four primary areas: • High-density mixed-use development in the City Center (312th and 320th, SR-99 to I-5)	The FWLE would promote mixed-use development in designated urban growth areas and focus most growth in station areas where zoning and land use codes allow greater densities. The increased density would allow more efficient use of land and more walkable communities, as well as potentially reducing dependency on SOV.
Housing	
HP25 Require a portion of new housing on sites of significant size to be affordable to low-income households at a level not provided otherwise by the private market. Developers should be compensated for providing this affordable housing by increased density or other benefits.	After project construction, any surplus property owned by Sound Transit would be developed consistent with the agency's policy promoting TOD. Any surplus property would be developed under an agreement with developers that include conditions, such as requiring that a portion of housing units are affordable.

D4.2.4 References

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Appendix D4.3

Economics

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Appendix D4.3

Economics

TABLE D4.3-1
Commercial Property Acquisitions by City

Alternative	Total Number of Commercial Parcels Impacted (Full Acquisitions)	Number of Commercial Parcels Impacted by City (Full Acquisitions)			
		SeaTac	Des Moines	Kent	Federal Way
SR 99 Alternative	**38**	**0**	**11**	**16**	**11**
S 216th Station Options					
216th West Station	+4	—	+4	—	—
216th East Station	+3	+1	+2	—	—
Kent/Des Moines Station Options					
Kent/Des Moines HC Campus Station	-3	—	-1	-2	—
Kent/Des Moines HC Campus Station from S 216th W Station	+5	—	+7	-2	—
Kent/Des Moines Median Station	-7	—	-3	-4	—
Kent/Des Moines East Station	-5	—	-9	+4	—
S 260th Station Options					
S 260th West Station	+12	—	+3	+9	—
S 260th East Station	+9	—	+1	+8	—
S 272nd Redondo Trench Station Option	+6	—	—	+6	—
Federal Way SR 99 Station Option	+4	—	—	—	+4
I-5 Alternative	**7**	**0**	**0**	**5**	**2**
Kent/Des Moines Station Options					
Kent/Des Moines At-Grade Station	-5	—	—	-5	—
Kent/Des Moines SR 99 East Station	+13	—	+1	+12	—
Landfill Median Alignment Option	—	—	—	—	—
Federal Way City Center Station Options					
Federal Way I-5 Station	+5	—	—	—	+5
Federal Way S 320th Park-and-Ride Station	-2	—	—	—	-2
SR 99 to I-5 Alternative	**16**	**0**	**7**	**7**	**2**
S 216th Station Options					
216th West Station	+4	—	+4	—	—

TABLE D4.3-1
Commercial Property Acquisitions by City

Alternative	Total Number of Commercial Parcels Impacted (Full Acquisitions)	Number of Commercial Parcels Impacted by City (Full Acquisitions)			
		SeaTac	Des Moines	Kent	Federal Way
216th East Station	+3	+1	+2	—	—
Landfill Median Alignment Option	—	—	—	—	—
Federal Way City Center Station Options					
Federal Way I-5 Station	+5	—	—	—	+5
Federal Way S 320th Park-and-Ride Station	-2	—	—	—	-2
I-5 to SR 99 Alternative	**34**	**0**	**1**	**22**	**11**
S 260th Station Options					
S 260th West Station	+10	—	+2	+8	—
S 260th East Station	+9	—	+1	+8	—
S 272nd Redondo Trench Station Option	+6	—	—	+6	—
Federal Way SR 99 Station Option	+4	—	—	—	+4

TABLE D4.3-2
Initial Property Tax Impact by City

Alternative	Total Annual Initial Property Tax Impact[a]	Initial Property Tax Impact by City and Percentage of Budgeted Property Tax Revenue							
		SeaTac		Des Moines		Kent		Federal Way	
		%	$	%	$	%	$	%	$
SR 99 Alternative	**$91,380**	**0.0%**	**$0.0**	**0.4%**	**$14,269**	**0.2%**	**$29,275**	**0.5%**	**$47,836**
S 216th Station Options									
216th West Station	+$8,530	-	-	+0.2%	+$8,530	-	-	-	-
216th East Station	+$8,339	+0.0%	+$1,791	+0.2%	+$6,549	-	-	-	-
Kent/Des Moines Station Options									
Kent/Des Moines HC Campus Station	+$1,626	-	-	+0.0%	+$1,357	+0.0%	+$270	-	-
Kent/Des Moines Campus Station from S 216th West Station	+$18,373	-	-	+0.5%	+$18,104	+0.0%	+$270	-	-
Kent/Des Moines Median Station	-$8,798	-	-	-0.1%	-$4,356	-0.0%	-$4,442	-	-
Kent/Des Moines SR 99 East Station	-$11,029	-	-	-0.3%	-$9,461	-0.0%	-$1,568	-	-
S 260th Station Options									
S 260th West Station	+$13,654	-	-	+0.2%	+$5,572	+0.0%	+$8,082	-	-
S 260th East Station	+$11,744	-	-	-	-	+0.1%	+$11,744	-	-
S 272nd Redondo Trench Station Options	+$9,607	-	-	-	-	+0.0%	+$7,605	+0.0%	+$2,002
Federal Way SR 99 Station Option	-$2,495	-	-	-	-	-	-	-0.0%	-$2,495
I-5 Alternative	**$53,575**	**0.0%**	**$1,156**	**0.4%**	**$13,496**	**0.1%**	**$16,023**	**0.2%**	**$22,900**
Kent/Des Moines Station Options									
Kent/Des Moines At-Grade Station	-$768	-	-	-0.0%	-$288	-0.0%	-$480	-	-
Kent/Des Moines SR 99 East Station	+$13,757	-	-	+0.1%	+$2,390	+0.1%	+$11,367	-	-
Landfill Median Alignment Option	+$230	-	-	-	-	+0.0%	+$230	-	-

TABLE D4.3-2
Initial Property Tax Impact by City

Alternative	Total Annual Initial Property Tax Impact[a]	Initial Property Tax Impact by City and Percentage of Budgeted Property Tax Revenue							
		SeaTac		Des Moines		Kent		Federal Way	
		%	$	%	$	%	$	%	$
Federal Way City Center Station Options									
Federal Way I-5 Station	+$7,230	-	-	-	-	-	-	+0.1%	+$7,230
Federal Way S 320th Park-and-Ride Station	-$22,900	-	-	-	-	-	-	-0.2%	-$22,900
SR 99 to I-5 Alternative	**$58,135**	**0.0%**	**$0.0**	**0.4%**	**$14,417**	**0.1%**	**$20,818**	**0.2%**	**$22,900**
S 216th Station Options									
216th West Station	+$8,530	-	-	+0.2%	+$8,530	-	-	-	-
216th East Station	+$8,340	+0.0%	+$1,791	+0.2%	+$6,549			-	-
Landfill Median Alignment Option	+$230	-	-	-	-	+0.0%	+$230	-	-
Federal Way City Center Station Options									
Federal Way I-5 Station	+$7,230	-	-	-	-	-	-	+0.1%	+$7,230
Federal Way S 320th Park-and-Ride Station	-$22,900	-	-	-	-	-	-	-0.2%	-$22,900
I-5 to SR 99 Alternative	**$95,229**	**0.0%**	**$1,156**	**0.4%**	**$15,462**	**0.2%**	**$30,775**	**0.5%**	**$47,836**
S 260th Station Options									
S 260th West Station	+$11,209	-	-	+0.2%	+$5,572	+0.0%	+$5,637	-	-
S 260th East Station	+$11,744	-	-	-	-	+0.1%	+$11,744	-	-
S 272nd Redondo Trench Station Option	+$9,607	-	-	-	-	+0.0%	+$7,605	+0.0%	+$2,002
Federal Way SR 99 Station Option	-$2,495	-	-	-	-	-	-	-0.0%	-$2,495

Note: 0.0% means <.05%.
[a] Impacts are based on 2013 municipal budgets and levy rates.

TABLE D4.3-3

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

Alternative	Seatac[a]			Des Moines[b]			Kent			Federal Way		
	Office	Commercial	Mixed Use	Office	Commercial	Mixed Use	Office	Commercial	Mixed Use	Office	Commercial	Mixed Use
SR 99 Alternative	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**2.2%**	**0.0%**	**0.0%**	**1.2%**	**0.0%**	**0.0%**	**2.4%**	**3.9%**
S 216th Station Options												
216th West Station	-	-	-	-	+1.2%	-	-	-	-	-	-	-
216th East Station	-	-	-	-	+1.4%	-	-	-	-	-	-	-
Kent/Des Moines Station Options												
Kent/Des Moines HC Campus Station	-	-	-	-	-0.3%	-	-	-	-	-	-	-
Kent/Des Moines HC from 216th W Station	-	-	-	-	+3.1%	-	-	-	-	-	-	-
Kent/Des Moines Median Station	-	-	-	-	-0.3%	-	-	-0.2%	-	-	-	-
Kent/Des Moines East Station	-	-	-	-	-1.6%	-	-	-0.1%	+0.2%	-	-	-
S 260th Station Options												
S 260th West Station	-	-	-	-	+1.0%	-	-	+0.5%	-	-	-	-
S 260th East Station	-	-	-	-	+0.1%	-	-	+0.5%	-	-	-	-
S 272nd Redondo Trench Station Option	-	-	-	-	-	-	-	+1.5%	-	-	-0.1%	-
Federal Way SR 99 Station Option	-	-	-	-	-	-	-	-	-	-	-	+1.3%
I-5 Alternative	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.4**	**0.1%**	**0.0%**	**0.0%**	**2.5%**
Kent/Des Moines Station Options												
Kent/Des Moines At-Grade Station	-	-	-	-	-	-	-	+0.1%	+1.1%	-	-	-
Kent/Des Moines SR 99 East Station	-	-	-	-	-	-	-	+0.8%	-	-	-	-
Landfill Median Alignment Option	-	-	-	-	-	-	-	-	-	-	-	-

TABLE D4.3-3

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

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

Note: 0.0% means <.05%.

[a]Note that Seatac does not have Office zoning.

[b]Note that Des Moines does not have Mixed Use zoning.

Appendix D4.6

Air Quality

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Appendix D4.6

Air Quality

D4.6.1 Air Quality Standards

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

D4.6.1.1 Criteria Pollutants

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

- Carbon monoxide (CO)
- Particle pollution (particulate matter less than 10 microns in diameter [PM_{10}] and particulate matter less than 2.5 microns in diameter [$PM_{2.5}$])
- Ozone (O_3)
- Sulfur dioxide
- Lead
- Nitrogen dioxide

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

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

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

Pollutant	National[a]		Washington State[b]	Puget Sound Region[b]
	Primary	Secondary		
Nitrogen Dioxide (NO_2)				
1-Hour (ppm)	0.10	NS	NS	0.10
Annual Average (ppm)	0.053	0.053	0.05	0.053
Carbon Monoxide (CO)				
1-Hour Average (ppm)	35.0	NS	35.0	35.0
8-Hour Average (ppm)	9.0	NS	9.0	9.0
Ozone (O_3)				
8-Hour Average (ppm)	0.075	0.075	NS	0.075
1-Hour Average (ppm)	Revoked	Revoked	0.12	NS
Lead				
Calendar Quarter (µg/m^3)	1.5	1.5	NS	NS
Rolling 3-Month Average (µg/m^3)	0.15	0.15	NS	0.15
Sulfur Dioxide (SO_2)				
1-Hour Average (ppm)	0.075[c]	NS	0.40[d] 0.25[e]	0.075
3-Hour Average (ppm)	NS	0.5	NS	0.5
24-Hour Average (ppm)	0.14 (certain areas)	NS	0.10	NS
Annual Arithmetic Average (ppm)	0.03 (certain areas)	NS	0.02	NS
Particulate Matter (PM_{10})				
24-Hour Average (µg/m^3)	150	150	150	150.0
Annual Arithmetic Average (µg/m^3)	Revoked	Revoked	50	NS
Particulate Matter ($PM_{2.5}$)				
24-Hour Average (µg/m^3)	35	35	NS	35
Annual Arithmetic Average (µg/m^3)	12	15	NS	15
Particulate Matter (total suspended particulates)				
24-Hour Average (µg/m^3)	NS	NS	150	NS
Annual Geometric Average (µg/m^3)	NS	NS	60	NS

Sources:

National Ambient Air Quality Standards (NAAQS): U.S. Environmental Protection Agency, 2012.

Washington State Ambient Air Quality Standards (WAAQS): Washington Administrative Code (WAC) 173-470, 474, and 475.
Puget Sound Region: Puget Sound Clean Air Agency, 2012.

[a] National standards other than ozone, particulate matter (PM), and those based on annual averages or annual arithmetic means are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than 1. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, is equal to or less than the standard.

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

[c] Final rule signed June 2, 2010. To attain 1-hour SO_2 standard, the 3-year average of the 99th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 75 parts per billion.

[d] Not to be exceeded more than once a year.

[e] Not to be exceeded more than twice in a consecutive 7-day period.

ppm = parts per million (by volume); NS = no standard established; µg/m^3 = micrograms per cubic meter

D4.6.1.2 Transportation Conformity Requirements

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

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

King County is a maintenance area for CO. Therefore, the project is subject to transportation conformity requirements and needs to demonstrate conformity at both regional and project levels for CO. The project is in an attainment area for all other criteria pollutants (including PM_{10} and $PM_{2.5}$); therefore, analysis of the other criteria pollutants is not required.

D4.6.2 Carbon Monoxide Hot-Spot Analysis

The FWLE is located in a CO maintenance area; therefore, the federal air quality conformity regulation 40 Code of Federal Regulations (CFR) 93.116 requires a CO hot-spot analysis as part of the conformity determination to ensure transportation activities associated with the project will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. The project would not substantially change the volumes of vehicular traffic in the project vicinity; however, the project vicinity is in a maintenance area for CO. As presented in Section 4.6, Table 4-6.2, data collected from CO monitoring sites in the project vicinity demonstrate that the area has not exceeded the CO NAAQS in the last 3 years. However, the project must meet air quality conformity standards for a CO maintenance area.

EPA has developed guidance to evaluate concentrations near roadway intersections where motor vehicle emissions can be high due to increased traffic congestion and idling at traffic signals. Procedures and guidance used for this analysis to conduct a CO hot-spot analysis include the 2013 Washington State Department of Transportation *Environmental Procedures Manual*, Section 425 Air Quality; 40 CFR 93. 123 (a); and 40 CFR 51, Appendix W (Guideline on Air Quality Models).

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

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

TABLE D4.6-2
Top Worst-Case Intersections

Intersection Name	Existing Conditions		2035 No Build		Full Build I-5 Alternative		Kent/Des Moines Interim Terminus I-5 Alternative At-Grade Station	
	LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]	LOS	Delay[a]
Kent-Des Moines Rd and SR 99	E	67	F	83	F	88	F	102
Kent-Des Moines Rd and I-5 Southbound Ramps	E	60	E	70	E	76	E	75
Kent-Des Moines Rd and Military Rd S	E	56	E	57	E	61	E	60

[a] Seconds.

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

The EPA's Motor Vehicle Emission Simulator (MOVES) was used to calculate the CO emission rates needed as an input in the CAL3QHC model for the three analyzed intersections for Existing, No Build, and Build conditions. MOVES version 2010b is the EPA's most recent on-road emission model that can be used for estimating emissions from all on-road vehicles including cars, trucks, motorcycles, and

buses. MOVES is based on analysis of millions of emission test results and considerable advances in EPA's understanding of vehicle emissions.

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

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

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

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

- **Line 1:** Atmosphere conditions (i.e., surface roughness, settling velocity, and deposition velocity) and number of receptors.
- **Line 2:** Project specific receiver information such as x,y coordinates and height. This line can be repeated for each receptor analyzed.
- **Line 3:** Run title, number of links within the intersection, and number of meteorological conditions considered.
- **Line 4:** Line 4 corresponds with Line 5. This line of data categorizes Line 5 as a free-flowing link or a queuing link. This line can be repeated for each link analyzed.

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

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

The results of the 1-hour and 8-hour CO concentrations that were calculated in the CAL3QHC model are summarized in Table D4.6-3 below. The specified receptor CO concentrations are less than the 1-hour and 8-hour NAAQS of 35 parts per million (ppm) and 9 ppm, respectively, and the intersections do not require further CO hot-spot dispersion modeling; therefore, they pass the complete CO hot-spot modeling analysis. CO concentrations are not be expected to exceed the NAAQS, and no additional modeling is required.

TABLE D4.6-3
Modeled CO Concentrations (ppm)

Intersection	2014 Existing		2035 No Build		2035 Build	
	1- Hour	8-Hour	1- Hour	8-Hour	1- Hour	8-Hour
Kent-Des Moines Rd and SR 99	2.4	1.7	2.2	1.5	2.2	1.5
Kent-Des Moines Rd and I-5 Southbound Ramps	2.3	1.6	2.2	1.5	2.2	1.5
Kent-Des Moines Road and Military Rd S	2.4	1.7	2.3	1.6	1.9	1.3

Note: Background concentration is 1.8 ppm. The 1-hour and 8-hour NAAQS for CO are 35 ppm and 9 ppm, respectively.

References

Puget Sound Clean Air Agency (PSCAA). 2012.

U.S. Environmental Protection Agency (EPA). 2012. National Ambient Air Quality Standards (NAAQS). http://www.epa.gov/ttn/naaqs/. Updated December 10, 2012. Accessed March 28, 2013.

Washington State Department of Transportation (WSDOT). 2013. *Environmental Procedures Manual*. M31-11. June 2013.

Appendix D4.8

Water Resources

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Appendix D4.8

Water Resources

D4.8.1 Regulatory Requirements

The following laws, statutes, local ordinances, and guidelines address hydrology, water quality, and/or flooding issues relevant to the Federal Way Link Extensions (FWLE):

- National Pollutant Discharge Elimination System (NPDES) Permit Regulations
- Presidential Executive Orders 11988 and 11990
- Washington State Water Quality Standards
- Washington State Department of Ecology (Ecology) *Stormwater Management Manual for Western Washington* (Ecology, 2012)
- Washington State Department of Transportation (WSDOT) *Highway Runoff Manual* (WSDOT, 2011)
- Washington Department of Fish and Wildlife (WDFW) Hydraulic Project Approval (HPA) requirements
- The National Flood Insurance Protection Act
- The Flood Disaster Protection Act
- Sections 401, 402, and 404 of the Clean Water Act
- Section 10 of the Rivers and Harbors Act
- City of SeaTac Code Title 12.10 – Surface Water Utility
- City of Des Moines Code Title 11 – Utilities
- City of Kent Code Title 7.07 – Surface Water and Drainage Code
- City of Federal Way Code Title 16 – Surface Water Management
- City floodplain and drainage regulations
- City critical area ordinances
- City shoreline master programs
- King County Waste Discharge Permit for discharge of construction water to the sanitary sewer

Under the Washington Administrative Code (WAC) 173-201A, the state has assigned water uses to each of the water bodies in the study area. These are shown in Table D4.8-1. These uses define the Ecology water quality standards that must be met for each water body and that are enforced by Ecology.

TABLE D4.8-1

Designated Water Uses for Water Bodies in the Study Area

	Extraordinary Aquatic Life Uses	Shellfish Harvesting	Core Summer Habitat	Spawning/Rearing	Extraordinary Primary Contact Recreation	Primary Contact Recreation	Domestic Water	Industrial Water	Agricultural Water	Stock Water	Wildlife Habitat	Harvesting	Navigation	Boating	Aesthetics
East Passage (Puget Sound)[a]	✓	✓				✓					✓	✓	✓	✓	✓
Des Moines Creek			✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
Massey Creek			✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
McSorley Creek			✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
Barnes Creek			✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
Redondo Creek			✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
Unnamed creek				✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Hill Creek				✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bingaman Creek				✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Mill Creek				✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Green River (downstream of SR 167)				✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Green River (upstream of SR 167)			✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Hylebos Creek				✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Lakes in the study area			✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓

[a] Marine waters; all other water bodies in the table are classified as freshwater.
Source: WAC 173-201A.

Table D4.8-2 lists the stormwater ordinances and manuals applicable to each city and the state.

TABLE D4.8-2
Stormwater Management Requirements

Jurisdiction	Municipal Code	Manual	Addendums
SeaTac	12.10	King County SWDM (2009)	2009
Des Moines	11	King County SWDM (2009)	Municipal Code Section 11.08.070
Kent	7.05 7.07	Kent SWDM (City of Kent, 2002)	Annually; known as blanket adjustments
Federal Way	11.35 16	King County SWDM (2009)	2009
WSDOT	N/A	Hydraulics Manual (WSDOT, 2010) Highway Runoff Manual (WSDOT, 2011)	N/A
Ecology	N/A	Stormwater Management Manual for Western Washington (Ecology, 2012)	N/A

SWDM = Surface Water Design Manual; N/A = not applicable

D4.8.2 Existing Stormwater Facilities within the Study Area

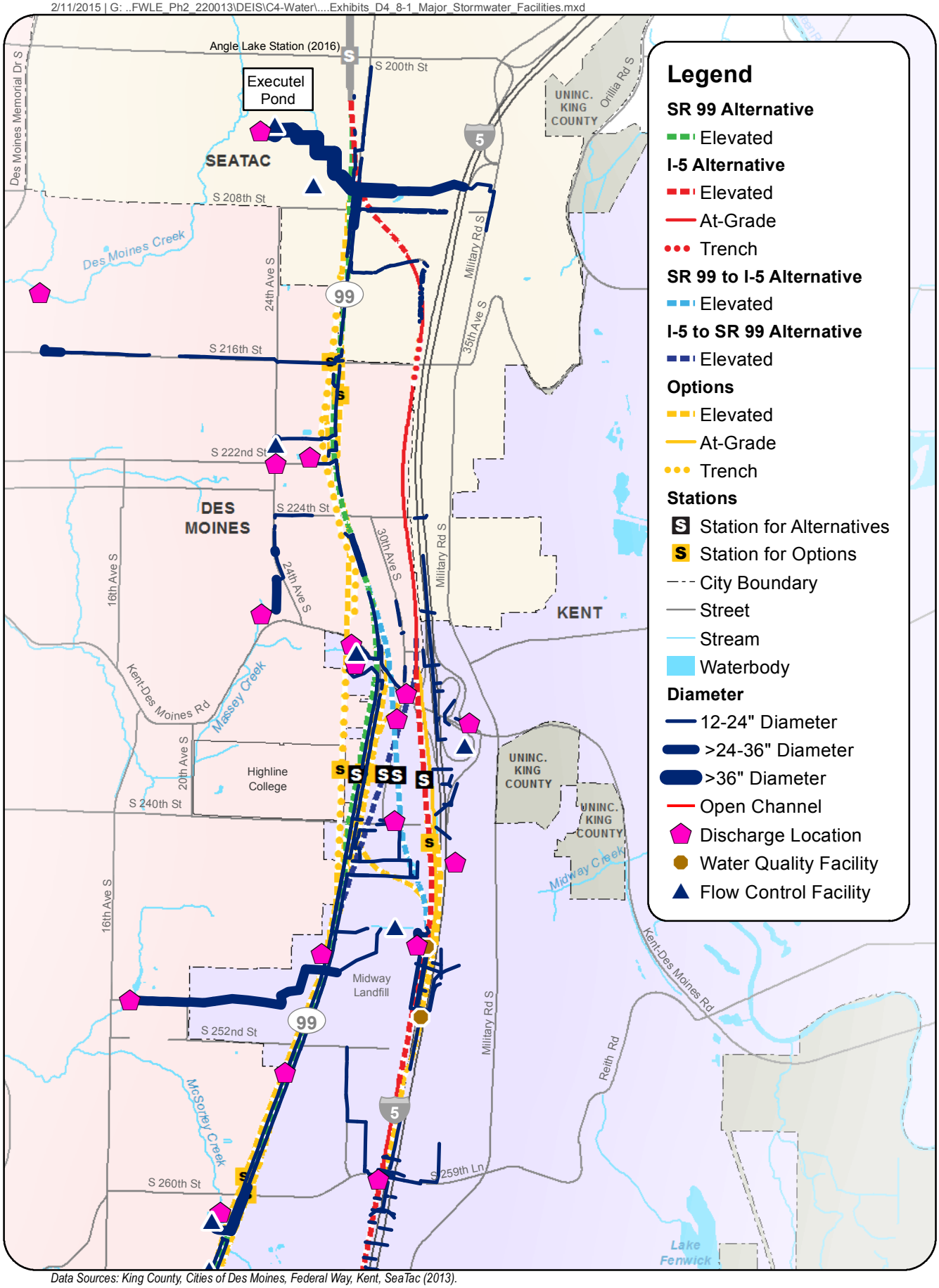
Exhibit D4.8-1 shows the existing stormwater facilities within the project area.

D4.8.3 Hydrologic Soils Groups

The soils in King County have been classified into numbered groups. Each soil group has similar soil properties. Hydrologic soil group (HSG) is one of the classified soil properties. HSG is a relative measure of the soil's infiltration rate. There are four hydrologic soil groups (A to D), defined as follows:

- **Group A soils** have a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.
- **Group B soils** have a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.
- **Group C soils** have a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.
- **Group D soils** have a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

Exhibit D4.8-2 shows the hydrologic soils groups in the project area.



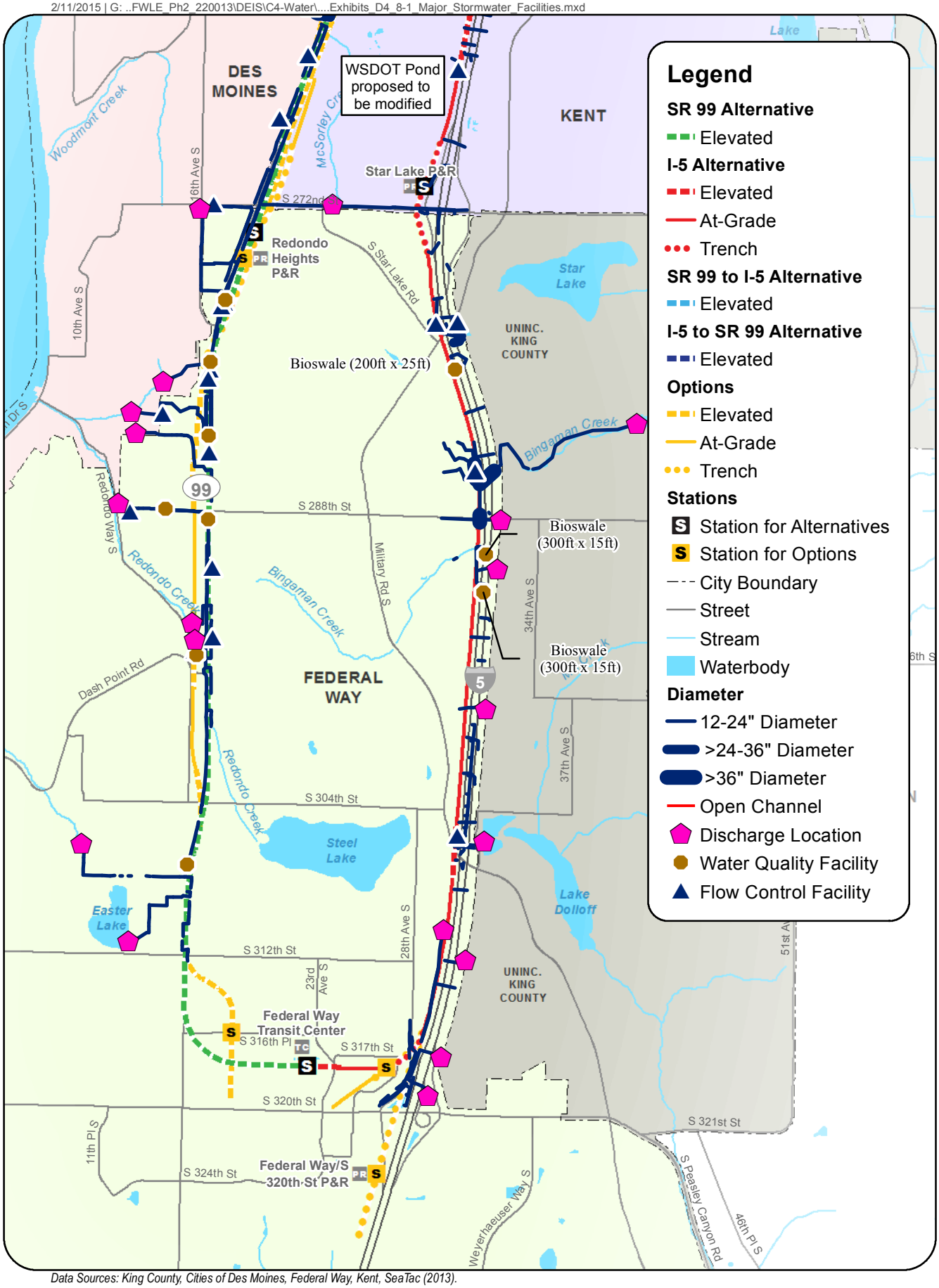
Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2013).

N

0 0.25 0.5 1 Miles

EXHIBIT D4.8-1a
Major Stormwater Facilities (North)

Federal Way Link Extension



Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2013).

N

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EXHIBIT D4.8-1b
Major Stormwater Facilities (South)

Federal Way Link Extension

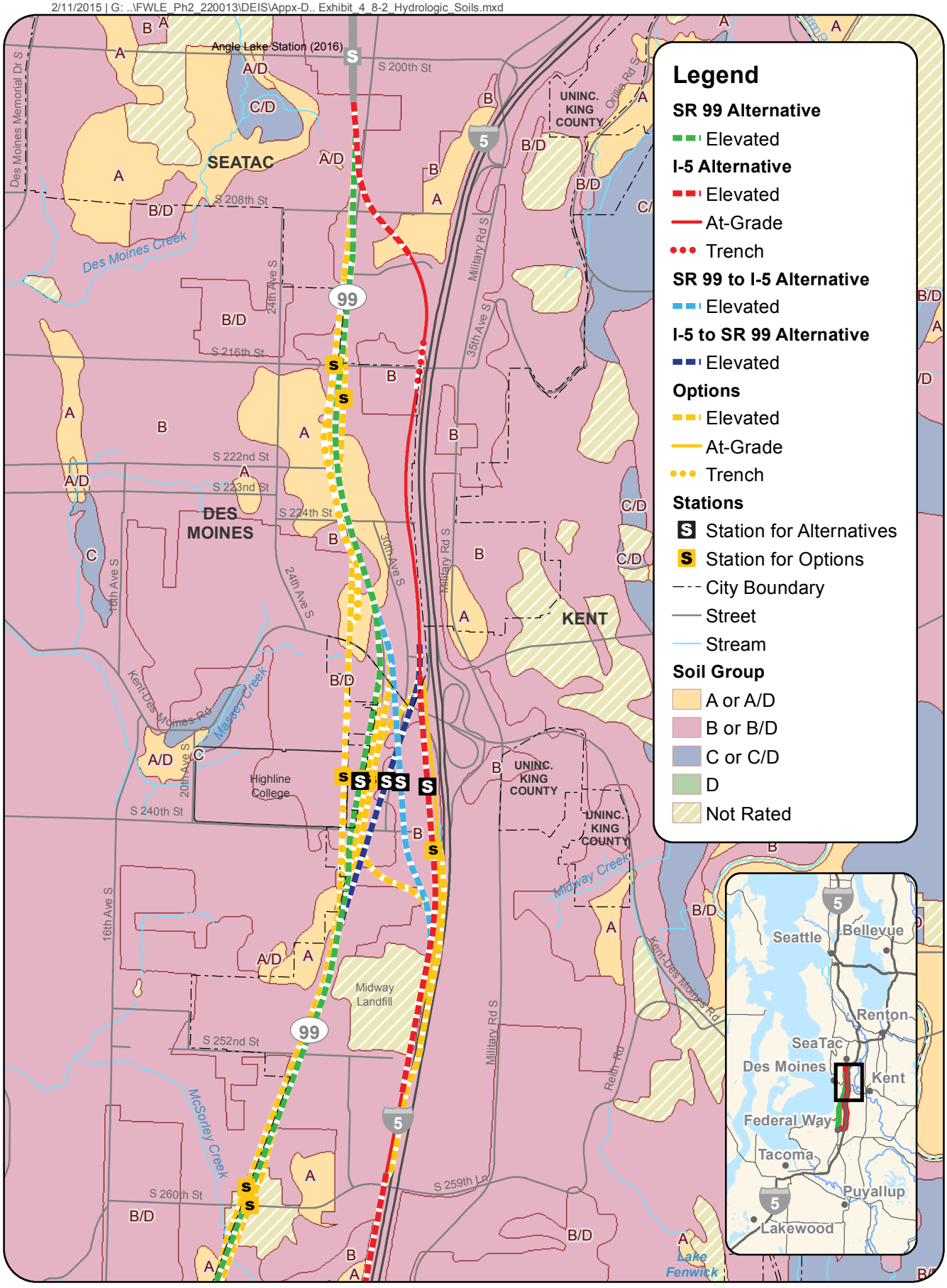
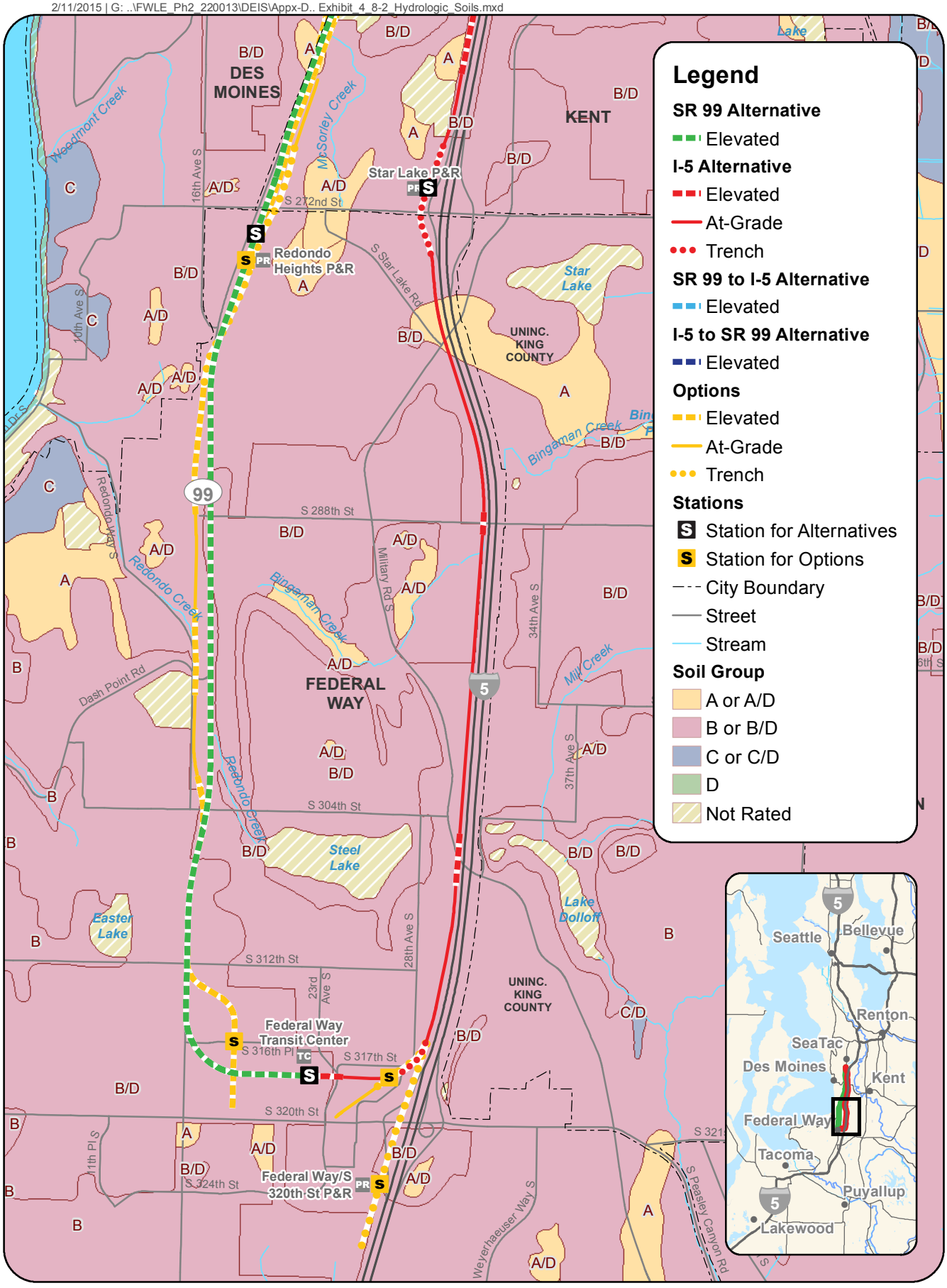


EXHIBIT D4.8-2a
Hydrologic Soil Groups
in the Project Area (North)
Federal Way Link Extension



Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2013).
Natural Resource Conservation Service. 1973. Soil Survey for King County Area, Washington, D.C.

N

0 0.25 0.5 1 Miles

EXHIBIT D4.8-2b
Hydrologic Soil Groups
in the Project Area (South)
Federal Way Link Extension

D4.8.4 Calculation of Impervious Surface

CADD files of the project limits of the FWLE were overlaid on recent aerial photos. Where the project route lay within arterial right-of-way, the edges of the sidewalks on either side of the arterial represented the project limits. Where the project route was outside an arterial right-of-way, the project footprint was used. Pervious and impervious areas were then visually delineated and are listed in Table D4.8-3.

Non-pollution-generating impervious surfaces (non-PGIS) in the FWLE consist of the light rail guideway (both at-grade and elevated), roofs, sidewalks and stations. Pollution generating impervious surfaces (PGIS) consist of roads, driveways, parking areas, and any other areas subject to motor vehicle traffic. For multi-story parking structures, only the area of the upper-most story would be counted as PGIS. This is because the underlying stories of the parking structure would not be subject to rainfall and would produce negligible runoff. Note that commercial and industrial areas are also considered PGIS, although these latter areas would not be created as a direct result of this project.

Portions of the FWLE consist of elevated guideways that would intercept rainfall before it reaches the underlying ground surface. For purposes of this analysis, it was assumed that the guideway runoff would be collected to discrete discharge locations and then likely conveyed by pipe down the guideway columns. For this reason, if the guideway would be situated over existing pervious area, the guideway would represent net new impervious area. If the guideway would be situated over existing impervious area, there would be no net change in impervious area.

The situation for PGIS would be different. In the case of a guideway situated over existing PGIS, such as a road or parking lot, there would be no net change in PGIS. Even though the overlying guideway (which is non-PGIS) would be intercepting rainfall, in the great majority of the cases, sheet flow from the surrounding, at-grade PGIS would pick up and transport pollutants from the underlying ("sheltered") PGIS and carry them to the local drainage system. Thus, from a practical standpoint, there would be no net reduction in existing PGIS. In the case of a guideway situated over existing non-PGIS, there would be no change in non-PGIS.

D4.8.5 Best Management Practices

D4.8.5.1 Long-Term Operations

The proposed stormwater management for the FWLE follows the Sound Transit *Design Criteria Manual* (Sound Transit, 2012), which requires stormwater design for Sound Transit projects to conform to the requirements of the local jurisdictions. The project would comply with the state and local design manuals shown in Table D4.8-2.

TABLE D4.8-3

Proposed Changes in Impervious Surface (acres)

Alternative	Total Area	Existing Conditions			Post-Project		
		Pervious	Impervious		Pervious	Impervious	
			PGIS	Non-PGIS		PGIS	Non-PGIS
SR 99 Alternative	**119.90**	**16.50**	**84.67**	**18.73**	**1.58**	**96.53**	**21.79**
S 216th Station Options							
S 216th West Station Option	+11.00	+1.00	+9.50	+0.50	+0.17	+7.31	+3.52
S 216th East Station Option	+3.01	-1.70	-0.56	+5.27	+0.15	+2.79	+0.07
Kent/Des Moines Station Options							
Kent/Des Moines HC Campus Station Option	+1.89	-0.80	+3.11	-0.42	+0.17	-2.78	+4.50
Kent/Des Moines HC from S 216th W Station Option	+0.95	+3.05	-2.46	+0.28	+0.06	-8.34	+9.23
Kent/Des Moines SR 99 Median Station Option	+2.89	-0.55	+3.19	+0.25	-0.04	+1.64	+1.29
Kent/Des Moines SR 99 East Station Option	-2.37	-3.59	+1.85	-0.63	+0.10	-2.73	+0.26
S 260th Station Options							
S 260th West Station Option	-5.75	+0.35	-4.66	-1.44	+0.01	-5.48	-0.28
S 260th East Station Option	-3.14	+0.43	-3.10	-0.47	+0.00	-3.64	+0.50
S 272nd Redondo Trench Station Option	-17.65	+2.55	-16.00	-4.20	-0.01	-21.35	+3.71
Federal Way SR 99 Station Option	+2.37	-3.33	+6.32	-0.62	-0.06	+1.93	+0.50
I-5 Alternative	**73.42**	**43.15**	**22.01**	**8.26**	**0.64**	**38.44**	**34.34**
Kent/Des Moines Station Options							
Kent/Des Moines At-Grade Station Option	+0.51	+5.97	-2.04	-3.42	-0.02	-0.21	+0.74
Kent/Des Moines SR 99 East Station Option	-4.23	-9.44	+6.34	-1.13	-0.11	-2.29	-1.83
Landfill Median Alignment Option	+0.07	-0.76	+0.80	+0.03	0.00	+1.16	-1.09

TABLE D4.8-3

Proposed Changes in Impervious Surface (acres)

Alternative	Total Area	Existing Conditions			Post-Project		
		Pervious	Impervious		Pervious	Impervious	
			PGIS	Non-PGIS		PGIS	Non-PGIS
Federal Way City Center Station Options							
Federal Way I-5 Station Option	+4.47	+0.07	+4.21	+0.19	+0.11	+4.67	-0.31
Federal Way S 320th Park-and-Ride Station Option	+2.83	+3.87	-1.66	+0.62	+0.03	+0.54	+2.26
SR 99 to I-5 Alternative	**76.46**	**34.26**	**33.21**	**8.99**	**0.63**	**44.77**	**31.06**
S 216th Station Options							
S 216th West Station Option	+11.00	+1.00	+9.50	+0.50	+0.17	+7.31	+3.52
S 216th East Station Option	+3.01	-1.70	-0.56	+5.27	+0.15	+2.79	+0.07
Federal Way City Center Station Options							
Federal Way I-5 Station Option	+4.47	+0.07	+4.21	+0.19	+0.11	+4.67	-0.31
Federal Way S 320th Park-and-Ride Station Option	+2.83	+3.87	-1.66	+0.62	+0.03	+0.54	+2.26
I-5 to SR 99 Alternative	**113.01**	**17.50**	**78.48**	**17.03**	**1.50**	**82.23**	**29.28**
S 260th Station Options							
S 260th West Station Option	-3.88	+2.63	-5.78	-1.15	+0.48	-4.29	-0.07
S 260th East Station Option	-3.14	+0.43	-3.10	-0.47	+0.00	-3.64	+0.50
S 272nd Redondo Trench Station Option	-17.65	+2.55	-16.00	-4.20	-0.01	-21.35	+3.71
Federal Way SR 99 Station Option	+2.37	-3.33	+6.32	-0.62	-0.06	+1.93	+0.50

PGIS = pollution-generating impervious surface.

Based on the guidance provided in the *Design Criteria Manual,* low impact development (LID) is a preferred stormwater management method and would be employed wherever possible. Also, the 2012 Ecology *Stormwater Management Manual for Western Washington* requires LID approaches to stormwater management to the extent feasible. However, in areas where use of LID measures is not feasible due to physical site constraints, other techniques may be used. Stormwater flow control techniques may include detention ponds, infiltration ponds, vaults, and dispersion.

Water quality treatment techniques may include water quality ponds, bioretention, ecology embankments, and media filter vaults. Treatment to remove metals, and oil and grease would be provided at parking lots and high-traffic-volume roadway areas, where required.

D4.8.5.2 Construction

The risk of construction-related impacts to water resources would be controlled by complying with the NPDES Construction Stormwater General Permit process and best management practices (BMPs), as appropriate. If discharge of treated construction or process water to a sanitary sewer is proposed, approval must be obtained from the King County Industrial Waste Division and the local jurisdiction. For construction within and over streams or other water bodies, a HPA would be obtained from the WDFW before work begins.

Through compliance with these requirements, an approved Construction Stormwater Pollution Prevention Plan (CSWPPP) would be developed and implemented for the proposed project. The CSWPPP would serve as the overall construction stormwater mitigation plan by describing overall procedural and structural pollution prevention and flow control BMPs, including location, size, maintenance requirements, and monitoring. An Ecology-certified erosion and sediment control lead (CESCL) would be employed to conduct compliance inspections. In addition, the CSWPPP would include each of the following plans:

- Temporary Erosion and Sediment Control Plan – This plan would outline the design and construction specifications for BMPs to be used to identify, reduce, eliminate, or prevent sediment and erosion problems.
- Spill Prevention, Control, and Countermeasures Plan – This plan would outline requirements for and implementation of spill prevention, inspection protocols, equipment, material containment measures, and spill response procedures.
- Concrete Containment and Disposal Plan – This plan would outline the management, containment, and disposal of concrete debris, slurry, and dust, and discuss BMPs that would be used to reduce high pH.
- Dewatering Plan – This plan would outline procedures for pumping groundwater away from the construction area, and storing (as necessary), testing, treating (as necessary), and discharging or disposing of the dewatering water.
- Fugitive Dust Plan – This plan would outline measures to prevent the generation of fugitive dust from exposed soil, construction traffic, and material stockpiles.

Potential BMPs include the following:

- Minimizing the amount of cleared area at a construction site
- Stabilizing construction entrances and haul roads using quarry spalls
- Washing truck tires at construction entrances, as necessary
- Constructing silt fences downslope from exposed soils
- Protecting catch basins from sediment
- Containing and controlling concrete and hazardous materials onsite
- Installing temporary ditches to route runoff around or through construction sites, with periodic straw bales or rock check dams to slow and settle runoff
- Providing temporary plastic or mulch to cover soil stockpiles and exposed soil
- Using straw wattles to reduce the length of unbroken slopes and minimize runoff concentration
- Using temporary erosion-control blankets or mulch on exposed steep slopes to minimize erosion before vegetation is established
- Constructing temporary sedimentation ponds to remove solids from concentrated runoff and dewatering before being discharged
- Conducting vehicle fueling and maintenance activities no closer than 100 feet from a water body or ditch
- Implementation of stream protection measures, as necessary, including diverting stream flow around the construction area and limiting the construction period to the required "work window," a period of the year identified in the HPA when fish would be minimally affected

References

City of Kent. 2002. *Kent Surface Water Design Manual*.

King County. 2009. *King County Surface Water Design Manual*. Available at: http://www.kingcounty.gov/environment/waterandland/stormwater/documents/surface-water-design-manual.aspx.

Sound Transit. 2012. *Link Design Criteria Manual.* Revision 1. February 2012. Washington State Department of Ecology (Ecology). 2012. *Stormwater Management Manual for Western Washington.*

Washington State Department of Transportation (WSDOT). 2011. *Highway Runoff Manual.*

Washington State Department of Transportation (WSDOT). 2010. *Hydraulics Manual*.

Appendix D4.11

Geology and Soils Data

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Appendix D4.11

Geology and Soils Data

TABLE D4.11-1
Summary of Existing Geotechnical Reports

Report Number	Author	Date	Title
1	AGI	1988	Hydrogeology Technical Memorandum, Appendix A for the Groundwater Technical Report, Midway Landfill Remedial Investigation, Kent, WA
2	Hong West	1991	Preliminary Geotechnical Study, Existing Data Search, I-5 HOV Lane Project
3	WSDOT	1999	Detention Pond Retaining Wall Recommendations, SR-5 & So. 272nd, Pierce County Line to Tukwila HOV Stage 3
4	Hong West	1992	Geotechnical Investigation, I-5 Interim HOV Lanes Project, 5 Bridges along LE Line, King County, WA
5	Hong West	1992	Geotechnical Investigation, I-5 HOV Lane Widening, Fife to Tukwila Interchanges, Volumes I & II
6	Shannon & Wilson	2002	Foundation Recommendations and Settlement Calculations, SR-5/Bridge 506W, Pierce County Line to Tukwila HOV Stage 3
7	WSDOT	1988	Soils Report, SR-5 at So. 320th St. Interchange - HOV improvements
8	WSDOT	1990	Soils Report, SR-5 at So. 320th St - SB Ramp Signal
9	Landau	1994	Geotechnical Engineering Design, Retaining Walls, HOV Widening Stage 2, I-5 Fife to Tukwila SB, SR-516 to Orillia Rd, King Co, WA
10	WSDOT	2003	Geotechnical Report, I-5 So. 317th Street HOV Direct Access
11	CivilTech	2000	Preliminary Geotechnical Report, I-5 Federal Way HOV Access Project, Federal Way, WA
12	WSDOT	1974	Soils Report, SR-516 & So. 320th SB Offramp
13	WSDOT	1996	Overhead Signs, Pierce County Line to Tukwila HOV Stage 3
14	WSDOT	2004	So. 288th Street Siphon Culvert - West of Bridge 005/507 (Bingaman Creek)
15	WSDOT	1973	So. 272nd Street Interchange - District Soils Report
16	WSDOT	2005	So. 272nd Street Camera Pole - Camera Pole Foundation Report
17	WSDOT	1990	Geotechnical Recommendations, So. 260th Street Bridge Widening
18	WSDOT	1997	So. 260th Street Embankment Failure
19	WSDOT	2003	SR-509 Corridor Completion and So. Access Rd, Geotechnical Report
20	WSDOT	1990	Geotechnical Recommendations, SR-516 Overcrossing Widening
21	GeoEngineers	1994	Geotechnical Engineering Services, SR-516 Overcrossing Widening, Kent, WA
22	CivilTech	2002	Geotechnical Report, SR-99 HOV Lanes Project, Federal Way, WA
23	WSDOT	1962	SR-99, Foundation Investigation, South 216th Street Undercrossing
24	WSDOT	2002	Signal Foundation Report, Pierce County Line to Tukwila HOV Stage 2N
25	GeoEngineers	2002	Geotechnical Engineering Study, Pacific Highway South HOV Lanes
26	WSDOT	1994	Soils Investigation, SR-5 Junction So. 200th Street
27	WSDOT	1954	Soil Test Data, So. 308th Street to Junction PSH 5 (SR-509) - Soils and Surfacing

TABLE D4.11-1
Summary of Existing Geotechnical Reports

Report Number	Author	Date	Title
28	WSDOT	1986	SR-99 Intersections at So. 260th Street and So. 288th Street - Signal Rebuild and Cantilever Signal Foundations
29	WSDOT	2006	Geotechnical Report, So. 284th Street to So. 272nd Street HOV – Design
30	WSDOT	1974	Soils Report, SR-99 So. 272nd Street Channelization
31	WSDOT	1992	Soils Report, SR-5 Overhead Sign and Sign Structure Repair
32	WSDOT	1988	SR-99 Junction So. 208th - NB Ramp Signals
33	RZA	1988	Limited Subsurface Exploration and Geotechnical Design Recommendation, Traffic Signal Strain Pole Foundation, Chevron Service Station, PCH and So. 312th Street, Federal Way, WA
34	WSDOT	1998	SR-99 Junction So. 208th – Signal
35	WSDOT	1996	SR-99 So. 240th Street - Signalization/Wall
36	WSDOT	1995	Soils Report, SR 99 Jct. S 240th St Signal Rebuild
37	WSDOT	1959	PCH at Midway Sand and Gravel
38	WSDOT	2002	Retaining Wall No 2, Pierce County Line to Tukwila HOV Stage 2N
39	WSDOT	2002	Stage II Sign Structures, Pierce County Line to Tukwila HOV Stage 2N
40	WSDOT	1994	Retaining Walls 5, 6, 7 and Texas Style Barrier, Pierce County Line to Tukwila HOV Stage 2N
41	WSDOT	1995	Foundation Recommendations Report, Bridges 5/506W, 5/507W, 5/508W, 5/509W and 5/510W, Pierce County Line to Tukwila HOV Stage 3
42	WSDOT	1995	Piezometer Data, Bridges 5/506W, 5/507W, 5/508W, 5/509W and 5/510W, Pierce County Line to Tukwila HOV Stage 3
43	WSDOT	1994	Preliminary Bridge Foundation Recommendations, Bridges 5/506W, 5/507W, 5/508W, 5/509W and 5/510W, Pierce County Line to Tukwila HOV Stage 3
44	GeoEngineers	2007	Geotechnical Engineering Services, Midway Substation Expansion, 2845 So. 221st, Des Moines, WA
45	GeoEngineers	1994	Soils Investigation, Proposed Retail/Warehouse Bldg, Federal Way, WA
46	GeoEngineers	1988	Geotechnical Report, Proposed Convenience Center, Pacific Coast Highway So. and So. 260th St., Kent, WA
47	GeoEngineers	1996	Geotechnical Report, Discount Tire Building Addition, 31414 Pacific Coast Highway So., Federal Way, WA
48	GeoEngineers	1986	Soils Report, Township Hills Project, Kent, WA
49	GeoEngineers	1985	Geotechnical Consultation, Fill Placement Operations, Midway Landfill, Kent, WA
50	GeoEngineers	1987	Geotechnical Engineering Services, Planned Roadside Advertising Signs, Federal Way, WA
51	GeoEngineers	1989	Geotechnical Report & Phase I ESA, Proposed Kent/Des Moines Retail Development, 23209 Pacific Coast Highway So., Kent, WA
52	GeoEngineers	1992	Geotechnical Report, Proposed Midway Crossing Retail Center, Kent, WA
53	GeoEngineers	1987	Geotechnical Report, Proposed 7-11 and Mini-Warehouses, Pacific Coast Highway So. and So. 272nd St, Federal Way, WA

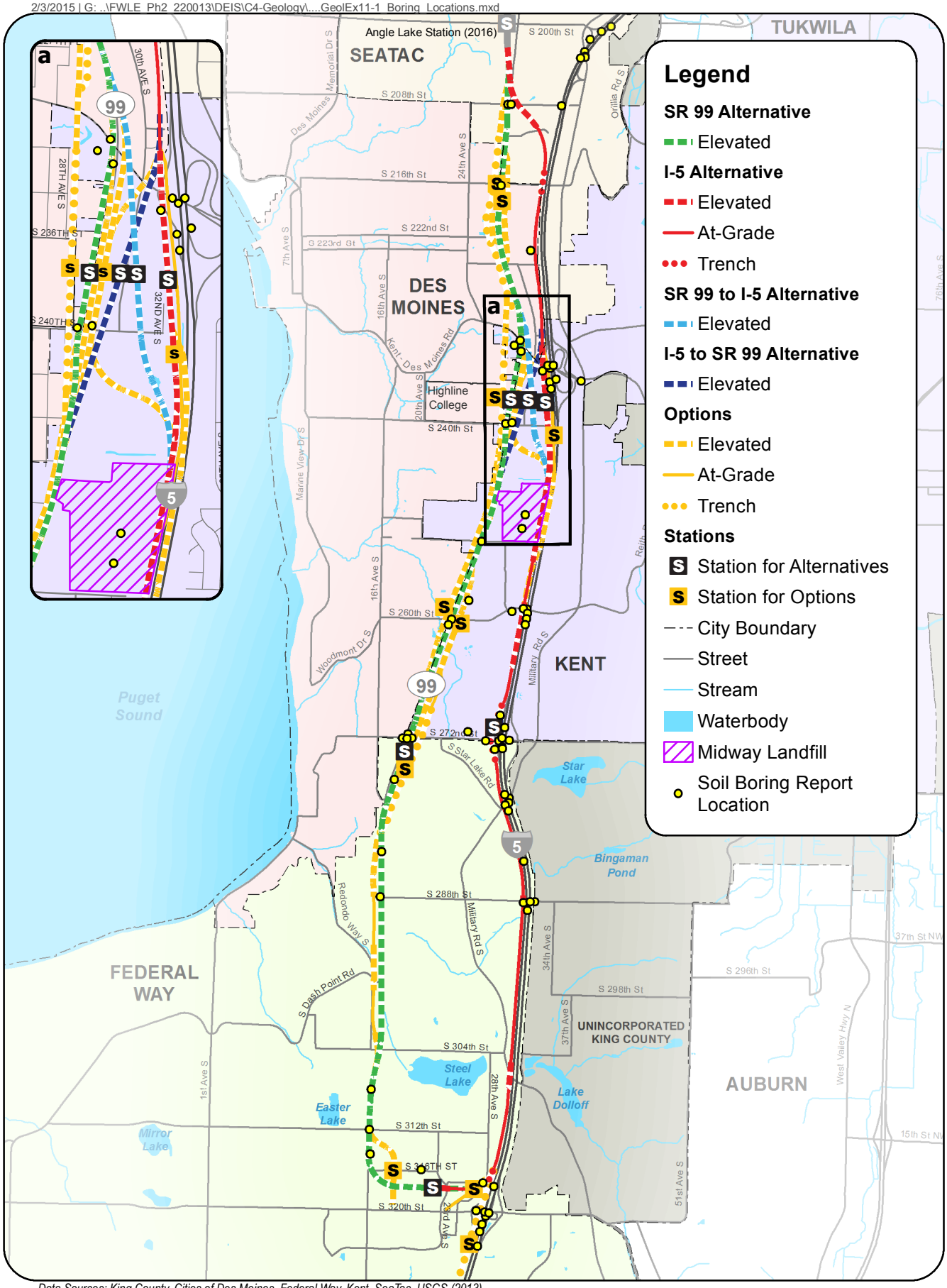
TABLE D4.11-2
Summary of Geologic Units and Engineering Properties

Geologic Unit (Map Symbol)	Description	General Constructability	Density and/or Hardness	Strength	Permeability	Liquefaction Potential
Modified land (m)	Fill and/or graded natural soils that obscure or alter the original soils.	Varying. Poor foundation support and poor cut stability if non-engineered, good foundation support and cut stability if engineered	Variable	Variable	Variable	High
Wetland deposits (Qw)	Organic-rich sediment, peat, and fine-grained alluvium deposited in and around wetlands; not all deposits mapped.	Poor foundation support, poor cut stability, high occurrence of groundwater, poor soils for reuse as engineered fill	Very soft to medium stiff	Low	Variable	High
Vashon recessional outwash deposits (Qvr)	Layered sand and gravel with minor silt and clay layers deposited in outwash channels emanating from retreating glaciers as well as in and adjacent to recessional lakes.	Fair to good foundation support and stable cuts when undisturbed, unless below the water table or exposed to water; potential groundwater occurrence; soils suitable for reuse as engineered fill	Loose to dense	Low to medium	Medium	Medium
Vashon glacial till (Qvt)	Non-sorted mixture of clay, silt, sand, gravel, cobbles, and boulders deposited along the base of the Vashon glacial ice. The upper 2 to 5 feet is often weathered. These materials are generally heterogeneous, yet often exhibit considerable variation in composition over short distances.	Excellent foundation support and stable cuts when undisturbed; perched groundwater sometimes encountered; wet-weather sensitive, soils suitable for reuse as engineered fill depending on moisture content	Medium dense to very dense	High	Low	Low
Advance outwash (Qva)	Stratified sand with gravel and some cobbles deposited by streams emanating from advancing glaciers and subsequently glacially consolidated. Advance outwash deposits typically contain relatively low fines content. However, locally, the advance outwash can be silty and contain layers of fine-grained sands and silts.	Excellent foundation support and stable cuts when undisturbed, unless below the water table or exposed to water; potentially high groundwater occurrence; soils suitable for reuse as engineered fill	Dense to very dense	High	Medium to high	Low
Pre-Fraser coarse-grained deposits (Qpfc)	Stratified sand and gravel nonglacial deposits. Coarse grained deposits typically contain oxidized sand and gravel but may locally include silt and clay layers.	Excellent foundation support and stable cuts when undisturbed, unless below the water table or exposed to water; potentially high groundwater occurrence; soils suitable for reuse as engineered fill	Dense to very dense	High	Medium to High	Low

TABLE D4.11-2

Summary of Geologic Units and Engineering Properties

Geologic Unit (Map Symbol)	Description	General Constructability	Density and/or Hardness	Strength	Permeability	Liquefaction Potential
Pre-Olympia gravel deposits (Qpog)	Stratified gravel nonglacial deposits, similar to Pre-Fraser unit, but older.	Excellent foundation support and stable cuts when undisturbed, unless below the water table or exposed to water; potentially high groundwater occurrence; soils suitable for reuse as engineered fill	Dense to very dense	High	Medium to High	Low



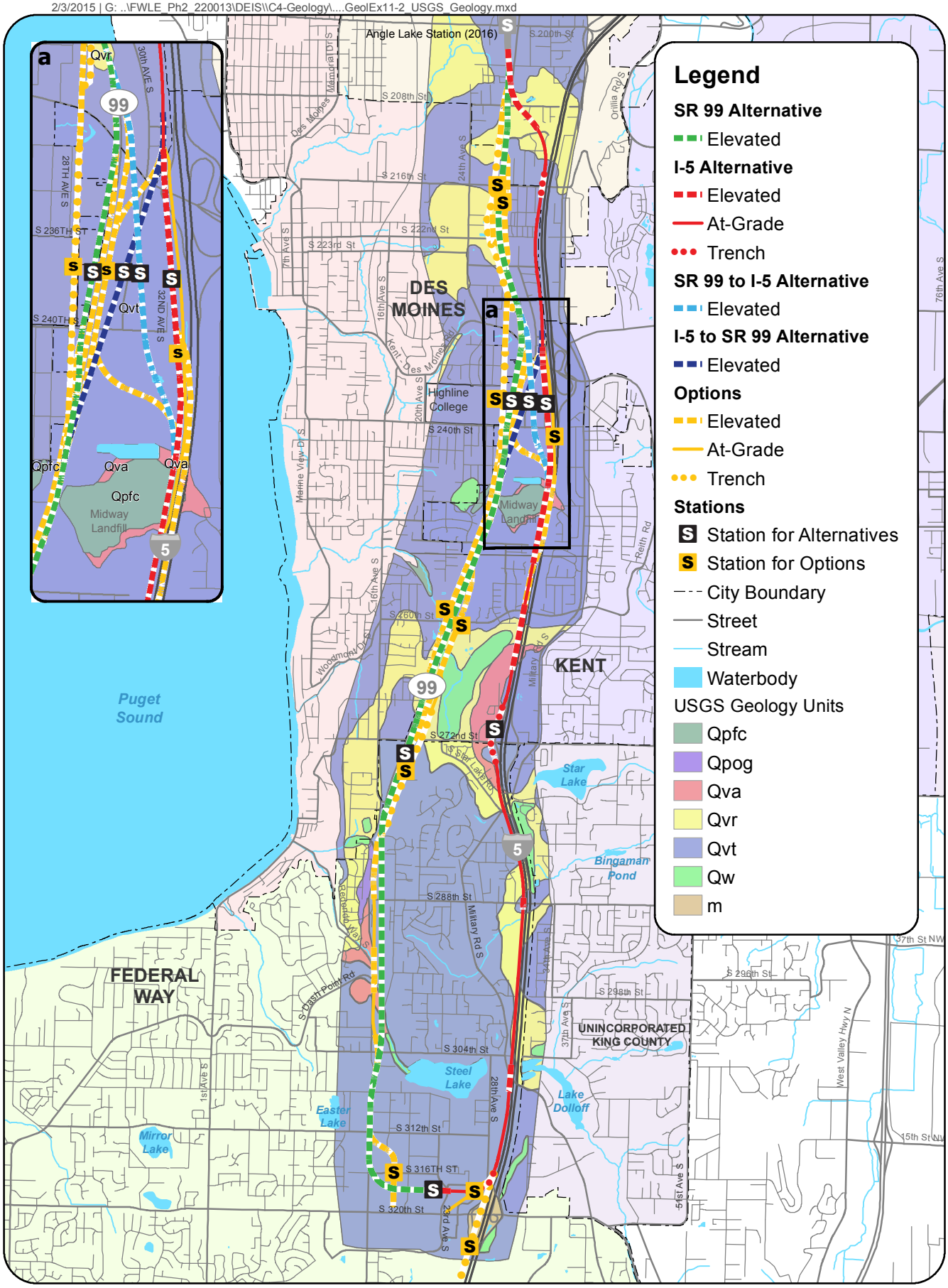
Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac, USGS (2013).

N

0 0.5 1 2 Miles

EXHIBIT D4.11-1
Subsurface Investigation Report Locations

Federal Way Link Extension



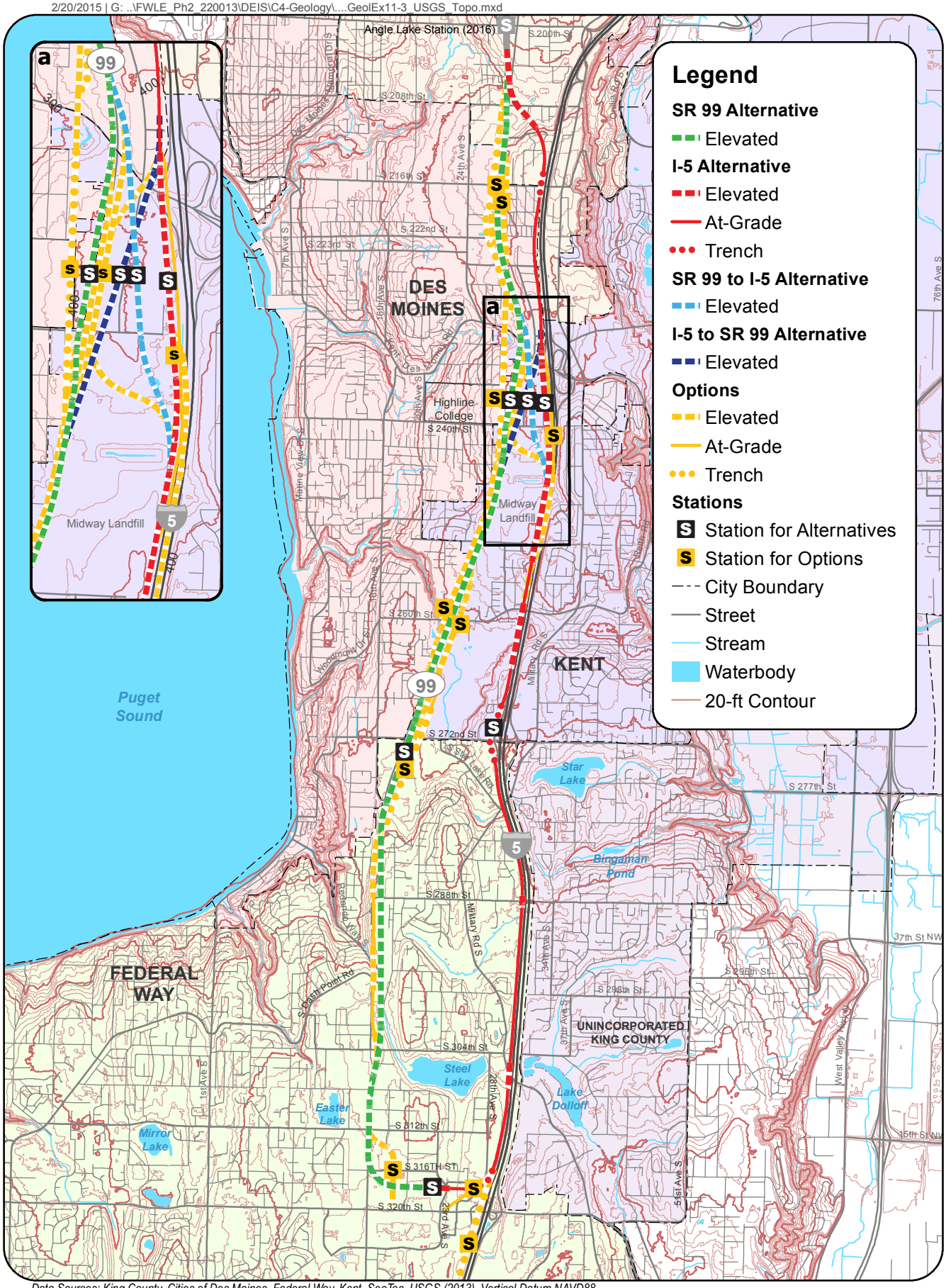
Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac, USGS (2013).

N

0 0.5 1 2 Miles

EXHIBIT D4.11-2
USGS Geology Units

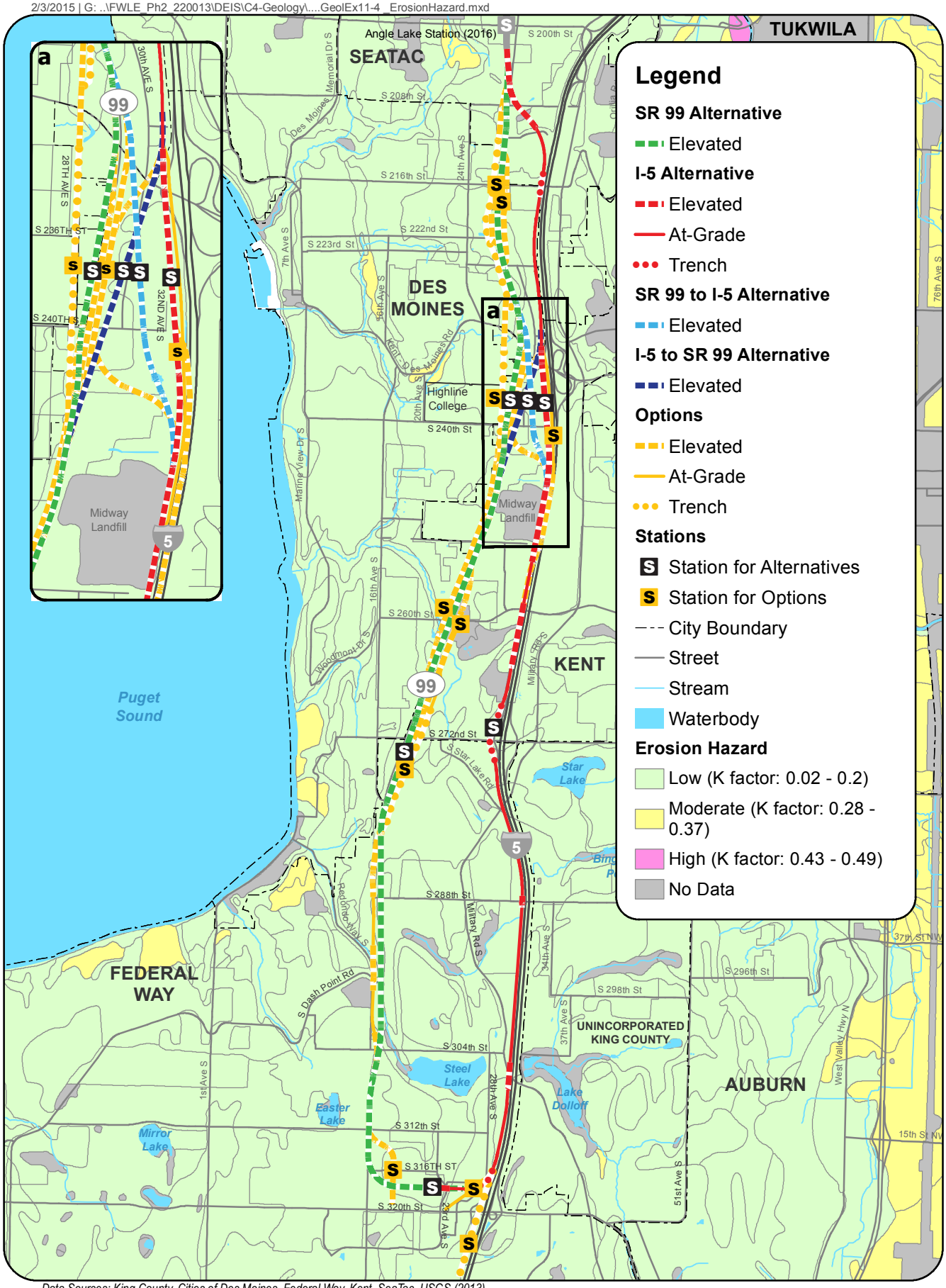
Federal Way Link Extension



Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac, USGS (2013), Vertical Datum NAVD88.

EXHIBIT D4.11-3
Topography

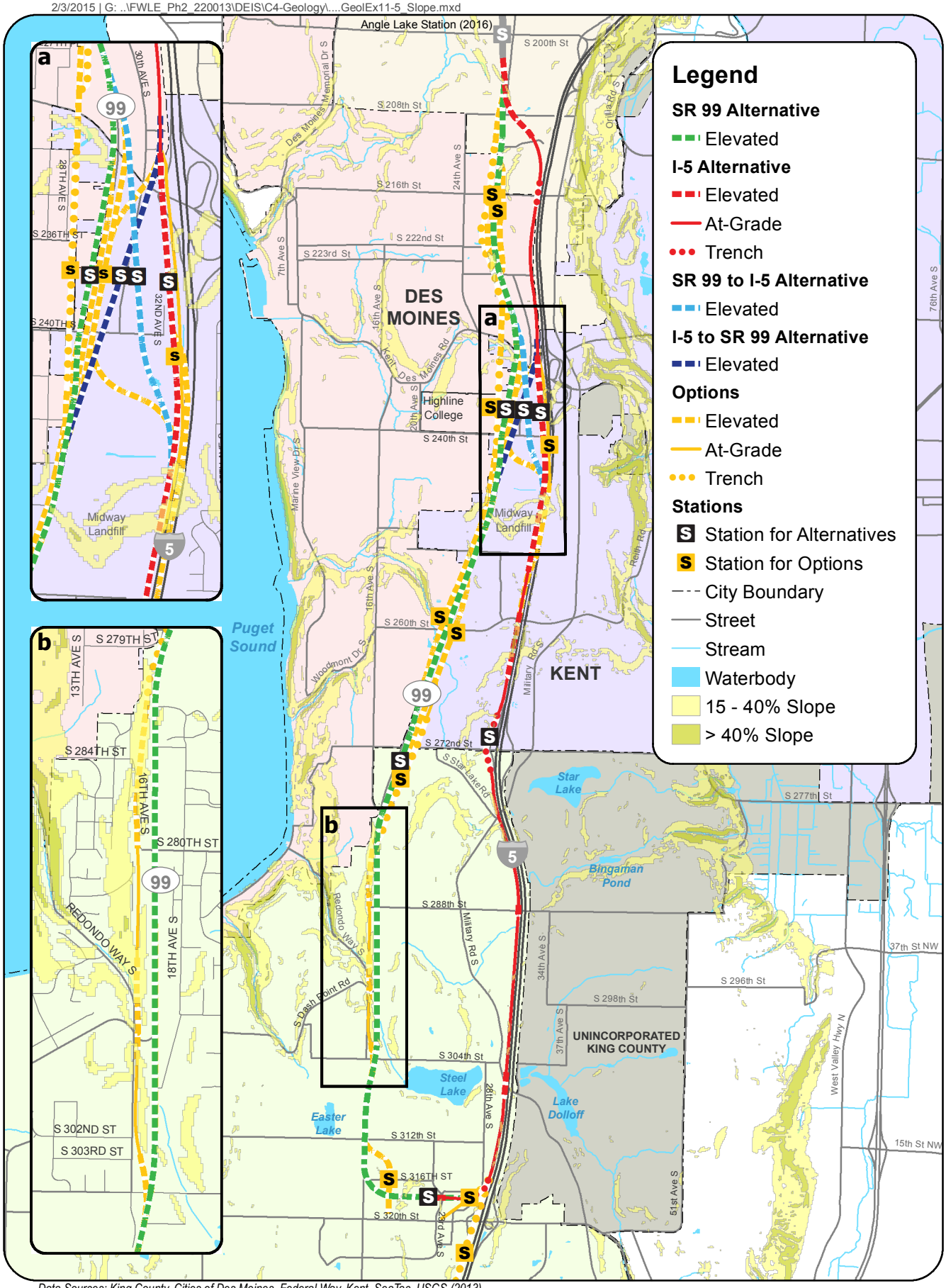
Federal Way Link Extension



Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac, USGS (2013).

EXHIBIT D4.11-4
Erosion Hazard

Federal Way Link Extension



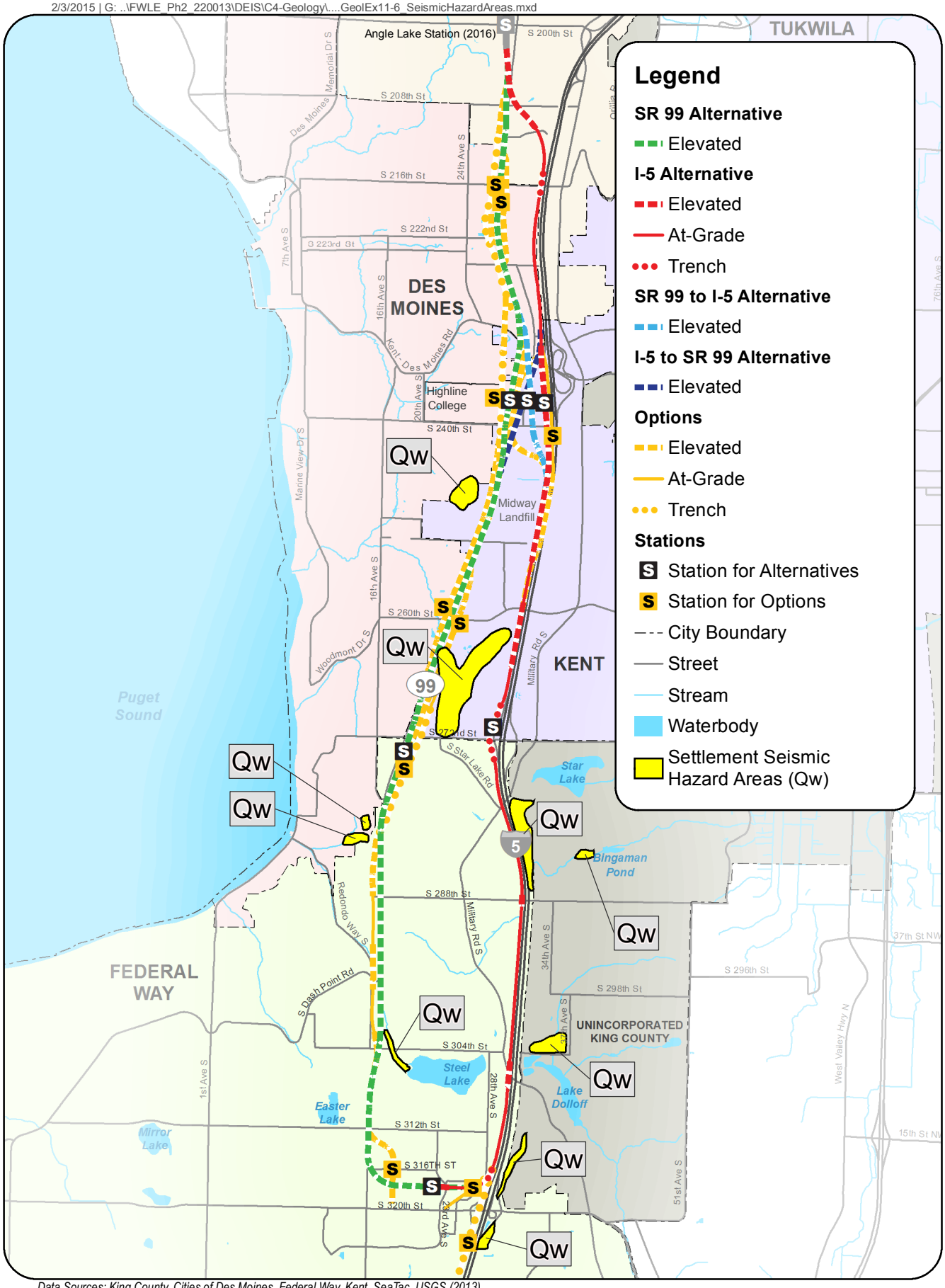
Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac, USGS (2013).

N

0 0.5 1 2 Miles

EXHIBIT D4.11-5
Steep Slopes

Federal Way Link Extension



Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac, USGS (2013).

N

0 0.5 1 2 Miles

EXHIBIT D4.11-6
Settlement Seismic Hazard Areas

Federal Way Link Extension

Appendix D4.12

Hazardous Materials

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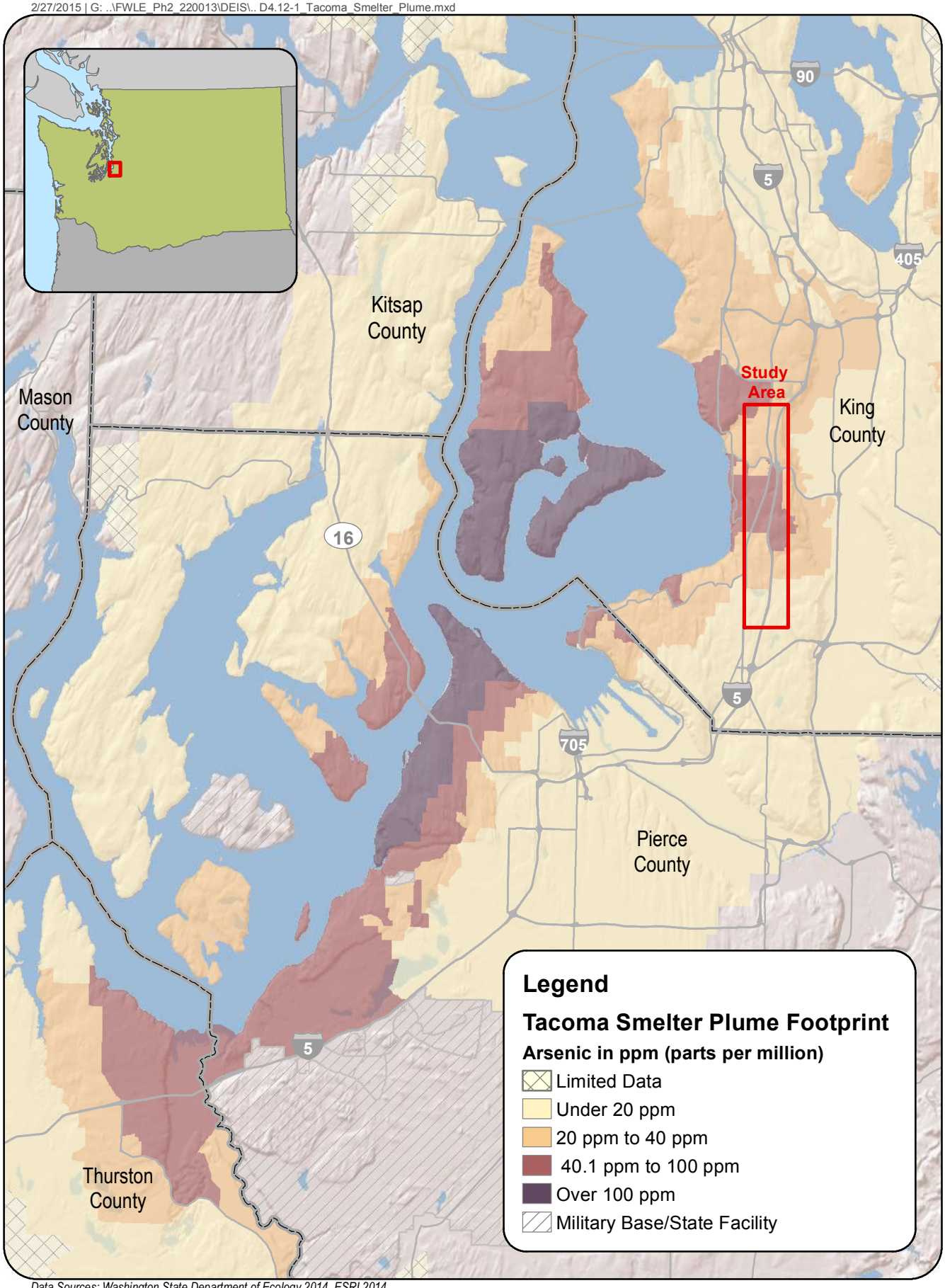
Appendix D4.12

Hazardous Materials

Exhibit D4.12-1 is a map showing arsenic concentrations in the project vicinity that resulted from the Tacoma ASARCO smelter operations.

Table D4.12-1 identifies the number of high, medium, and low risk sites within the study area for each alternative and the changes associated with each option. Although a summary of impacts is described in Section 4.12 of the Draft Environmental Impact Statement (EIS), a more detailed description of the high risk sites in the study area is provided in this appendix following Table D4.12-1.

Table D4.12-2 at the end of this appendix lists the hazardous materials sites identified in the hazardous materials study area for the Federal Way Link Extension. The map identification (ID) numbers listed for certain high-risk sites refer to the site numbers shown on the high-risk hazardous material sites maps, Exhibits 4.12-1 and 4.12-2, included in Section 4.12 of the Draft EIS.



Data Sources: Washington State Department of Ecology 2014, ESRI 2014

N

0 2.5 5 10 Miles

EXHIBIT D4.12-1
Tacoma Smelter Plume

Federal Way Link Extension

TABLE D4.12-1

Number of Sites within Study Area (within 660 feet of each alternative)

Alternatives	Number of Sites within Study Area		
	High Risk Level	Medium Risk Level	Low Risk Level
SR 99 Alternative	**6**	**59**	**86**
S 216th Station Options			
S 216th West Station Option	+1	-1	-
S 216th East Station Option	-	-	-
Kent/Des Moines Station Options			
Kent/Des Moines HC Campus Station Option	-	-6	-
Kent/Des Moines SR 99 Median Station Option	-	-	-
Kent/Des Moines SR 99 East Station Option	-	-	-
S 260th Station Options			
S 260th West Station Option	-	-	-
S 260th East Station Option	-	-	-
S 272nd Redondo Trench Station Option	-1	-	-
Federal Way SR 99 Station Option	-	-1	-
I-5 Alternative	**1**	**21**	**73**
Kent/Des Moines Station Options			
Kent/Des Moines At-Grade Station Option	-	-	-
Kent/Des Moines SR 99 East Station Option	+1	+4	-
Landfill Median Alignment Option	-1	-	-
Federal Way City Center Station Options			
Federal Way I-5 Station Option	-	-2	+1
Federal Way S 320th Park-and-Ride Station Option	-	-	-
SR 99 to I-5 Alternative	**3**	**40**	**48**
S 216th Station Options			
S 216th West Station Option	+1	-1	-
S 216th East Station Option	-	-	-
Landfill Median Alignment Option	-1	-	-
Federal Way City Center Station Options			
Federal Way I-5 Station Option	-	-2	+1
Federal Way S 320th Park-and-Ride Station Option	-	-	-
I-5 to SR 99 Alternative	**3**	**42**	**74**
S 260th Station Options			
S 260th West Station Option	-	-	-
S 260th East Station Option	-	-	-
S 272nd Redondo Trench Station Option	**-**	**-**	**-**
Federal Way SR 99 Station Option	**-**	-1	**-**

Note: The number of hazardous material sites for all risk levels should be considered as a snapshot in time. Actual facility environmental conditions vary over time and environmental databases are constantly being updated. Sites are added or deleted regularly. The number of medium- and low-risk sites should be approximate because the site locations have been identified as a single point and portions of a property can fall inside or outside of the 1/8-mile (660-foot) buffer.

Description of High Risk Sites in the Study Area

- Sunmart 1 (Map ID Site 72) is a former service station that reported a release of petroleum to soil and groundwater as the result of Phase II Environmental Site Assessment activities in 1989. Petroleum-impacted groundwater remains at the site above Model Toxics Control Act (MTCA) Method A cleanup levels. Groundwater has been observed at depths from 5 to 26 feet below ground surface. Semi-annual groundwater sampling continues at the site.
- Midway Texaco (Map ID Site 44) is an active service station that reported a release of gasoline and diesel in 1992. A groundwater monitoring program was implemented at the site in 1994. Petroleum-impacted groundwater remains at the site above MTCA Method A cleanup levels. Groundwater has been observed at depths from 9 to 27 feet below ground surface. Semi-annual groundwater sampling continues at the site.
- Midway Cleaners (Map ID Site 78) is a dry cleaning business. Subsurface investigations and interim remedial actions conducted at Midway Cleaners in the early 2000s identified the presence of tetrachloroethylene (PCE) in soil and groundwater above MTCA Method A cleanup levels. The release of PCE to soil and groundwater is attributable to past operations and practices of the dry-cleaning business at the site. Contaminated groundwater generally flows to the west. A soil vapor extraction remedial system is operating and groundwater monitoring continues at the site.
- Japanese Auto Sales & Service (Map ID Site 82) is a former auto sales and service shop; Ecology records indicated the business ceased operations sometime before January 2007. During an April 2003 site visit by Ecology, U.S. Environmental Protection Agency Region 10, Puget Sound Clean Air Agency, and Kent Code Enforcement Office, the following was noted:
  - Over 100 engines and transmissions stacked in piles on the property.
  - A large number of wrecked cars in various phases of dismantlement.
  - Numerous barrels of used oil and antifreeze stored on the property.
  - Considerable oil staining on asphalt.
  - Ecology believed conditions at Japanese Auto Sales & Service gave Ecology authority to issue penalties for non-compliance with the Washington State Dangerous Waste Regulations. Additional investigation of soil and water do not appear to have occurred at the property.
- 7-11 Eleven No. 18758 (Map ID Site 73) is an active service station that reported a release of petroleum to soil and groundwater following underground storage tank removal activities in 2010. Petroleum-impacted groundwater remains at the site above MTCA Method A cleanup levels. Groundwater has been observed at depths from 2 to 11 feet below ground surface. Semi-annual groundwater sampling continues at the site.
- Arco 5363 (Map ID Site 85) is an active service station that reported a release of petroleum to soil and groundwater following a Phase II Environmental Site Assessment in 2004. Petroleum-impacted groundwater remains at the site above MTCA Method A cleanup levels. Groundwater has been

observed at depths from 2.5 to 23 feet below ground surface. Semi-annual groundwater sampling continues at the site.

- The Midway Landfill (Site 84) is a high risk Superfund sites. See Section 4.12 of the Draft EIS for a full description of this site.

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
SR 99	Evergreen Cleaners Dry Cleaners 20019 Pacific Hwy S SeaTac, WA	Medium	City Directory	
SR 99	SeaTac U-Haul Service Center 20024 Pacific Hwy S SeaTac, WA	Low	City Directory	
SR 99	Office Bldg (Multiple Tenants) 20040 Pacific Hwy S SeaTac, WA	Low	City Directory	
SR 99	Kenworth NW SeaTac 20220 International Blvd SeaTac, WA 98198	Medium	Database, Windshield	UST, ALLSITES, FINDS
SR 99	Alamo Rent A Car Inc 20636 International Blvd SeaTac, WA 98198 (Also listed as Advantage Rent-A-Car)	Medium	Database, Windshield	CSCSL, LUST, UST
SR 99	Unocal 3965 20658 International Blvd, SeaTac, WA 98198	Medium	Database, Windshield, City Directory	CSCSL, LUST, UST, VCP, ALLSITES, FINDS
SR 99	Bob's Welding 20835 Pacific Hwy S SeaTac, WA	Low	City Directory	
SR 99	Electronic Workshop (Vest Mfrs) 20846 Pacific Hwy S SeaTac, WA	Low	City Directory	
SR 99	Pacific Auto and Brake and Muffler 20856 Pacific Hwy S SeaTac, WA	Medium	City Directory	
SR 99	Southland Corp 2307 21776 21454 International Blvd SeaTac, WA 98198	Medium	Database, Windshield, City Directory	LUST, ICR, UST, ALLSITES, FINDS
SR 99	Goodyear/Eagle Tire & Automotive 21409 International Blvd Des Moines, WA 98198 (Also listed as Safeway Fuel 3540 and Eagle Tire and Automotive)	Medium	Database, Windshield	UST, ICR, RCRA-NonGen, ALLSITES
SR 99	Photoworks (Photo Processing) 21415 Pacific Hwy S Des Moines, WA	Low	City Directory	
SR 99	Royal Fabric Care Center Des M 21445 International Blvd Des Moines, WA 98198-6074	Medium	Database, Windshield, City Directory	RCRA-NonGen, FINDS, ALLSITES
SR 99	Sunmart 1 (Map ID Site 72) 21449 International Blvd Des Moines, WA 98198 (Also listed as Texaco #63 232 0282, Texaco Station 120886)	High	Database, Windshield, City Directory	CSCSL, LUST , WA ICR , VCP, RCRA-NonGen, FINDS, ALLSITES, Manifest, WA Financial Assurance
SR 99	Precision Tune Auto Repair 21606 Pacific Hwy S Des Moines, WA	Medium	City Directory	
SR 99	Melody TV and Appliance Sales 21635 Pacific Hwy S Des Moines, WA	Low	City Directory	

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
SR 99	Midway Laundromat and Drycleaners 21655 Pacific Hwy S Des Moines, WA	Medium	City Directory	
SR 99	Winston 99 Auto Repair 21666 Pacific Hwy S Des Moines, WA 98198	Medium	Windshield	
SR 99	Grosso Enterprises Self Serve 21667 Pacific Hwy S Des Moines, WA	Medium	City Directory	
SR 99	Pete's Welding 21841 Pacific Hwy S Des Moines, WA 98198	Medium	Windshield, City Directory	
SR 99	J&M Finishing (Auto Marine Equipment), Stainless Fasteners Inc (Corrosion, Heat Resistant), B-Dry Waterproofing Contr 22001 Pacific Hwy S, Ste. 106 Des Moines, WA	Low	City Directory	
SR 99	22002 Pacific Hwy S Des Moines, WA 98198	Medium	Windshield	
SR 99	Elite Printing and Copying 22247 Pacific Hwy S, Ste. A Des Moines, WA	Low	Windshield	
SR 99	NW Salvage Co 22329 Pacific Hwy S Des Moines, WA	Medium	City Directory	
SR 99	The Printer 22246 Pacific Hwy S Des Moines, WA	Medium	City Directory	
SR 99	SeaTac Foreign Auto 22616 Pacific Hwy S Des Moines, WA	Medium	City Directory	
SR 99	Kost Auto Sales 22820 Pacific Hwy Des Moines, WA 98198	Medium	Database, Windshield	CSCLS, ALLSITES, FINDS
SR 99	Midway Motors 22834 Pacific Hwy Des Moines, WA 98198 NOTE: Midway Motors was identified as a high-risk site based on the potential for significant contamination; however, based on the alignment of alternatives and station options, it is not expected to be impacted by the project.	High	Database, Windshield, City Directory	CSCSL, HSL, ALLSITES, FINDS
SR 99	Midway Rebuilders (Starter and Alternators) 22845 Pacific Hwy S Des Moines, WA	Low	City Directory	
SR 99	Roberlee Property/AA Rentals 22868 Pacific Hwy Des Moines, WA 98198 (Also listed as PSE)	Low	Database, Windshield, City Directory	ICR
SR 99	Midway Texaco Station 23030 Pacific Hwy S Des Moines, WA	Medium	City Directory	

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
SR 99	Midway Texaco (Map ID Site 44) 23031 Pacific Hwy Des Moines, WA 98198-7269 (Also listed as Texaco #63 23 1420, Shell 120943, Texaco #63 232 1429)	High	Database, Windshield, City Directory	CSCSL, LUST, UST, VCP, ICR, ALLSITES, RCRA-NonGen, FINDS, Manifest
SR 99	Midas Muffler & Brake Shop 23100 Pacific Hwy Des Moines, WA 98198	Low	Database, Windshield, City Directory	CLCSL NFA, UST, ICR, ALLSITES, FINDS
SR 99	Asia Auto Service 23405 ½ Pacific Hwy S Des Moines, WA	Medium	City Directory	
SR 99	Pacific Highway Shell 23419 Pacific Hwy Des Moines, WA 98198 (Also listed as Shell 120956 and Anderson Shell)	Medium	Database, Windshield, City Directory	CSCSL, LUST, UST, VCP, ALLSITES, RCRA-NonGen , FINDS, WA MANIFEST , ICIS, Spills
SR 99	Chevron 23845 Pacific Hwy S Des Moines, WA 98198	Medium	Windshield	
SR 99	B & B Aircraft Equipment 24401 Pacific Hwy S Des Moines, WA 98198	Medium	Database, Windshield, City Directory	LUST, UST, ALLSITES RCRA-NonGen, FINDS
SR 99	Chevron 25915 Pacific Hwy S Des Moines, WA 98198	Low	Windshield	
SR 99	7 Eleven No. 18758 (Map ID Site 73) 26007 Pacific Hwy Des Moines, WA 98198	High	Database, Windshield, City Directory	CSCSL, LUST, UST, ALLSITES, FINDS, ALLSITES, CCSCL, ALLSITES, RCRA-NonGen, FINDS
SR 99	Joinus Cleaners 27041 Pacific Hwy Des Moines, WA 98198 NOTE: Joinus Cleaners was identified as a high-risk site based on the potential for significant contamination; however, based on the alignment of alternatives and station options, it is not expected to be impacted by the project.	High	Database, Windshield	
SR 99	Redondo Martinizing (Clean Alterations) 27211 Pacific Hwy S Des Moines, WA	Medium	City Directory	
SR 99	King County Fire District #26 2238 223rd St Des Moines, WA 98198	Low	Database, Windshield	ICR
SR 99	Des Moines City 2255 223rd St Des Moines, WA 98198 (Also listed as Puget Sound Energy/Puget Power)	Low	Database, Windshield	LUST, UST, ICR, FINDS, ALLSITES
SR 99	Midway Auto (Exxon) 2802 Kent-Des Moines Rd Des Moines, WA 98198 (Also listed as Quality Auto Electric)	Medium	Database, Windshield, City Directory	CSCSL NFA, UST, ICR, RCRA-NonGen, FINDS, ALLSITES

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
SR 99	Hauser Property Davis Const 244th St & 26th Pl Des Moines 98198 (Also listed as US DOE NRO Hauser Property Site)	Low	Database	CSCSL, CSCSL NFA, INST Controls, FINDS, ALLSITES, RCRA-NonGen FINDS
SR 99	Victorian Phase Ii (Two Reports) 24512 26th Pl Des Moines, WA 98198	Low	Database, Windshield	ICR
SR 99	Davis Construction Co Inc 24515 26th Pl Des Moines, WA 98198	Low	Database, Windshield	CSCSL NFA, INST Control, VCP, WA-FSIS, ALLSITES
SR 99	Shell 1720 S. 272nd Des Moines, WA 98198	Low	Windshield	
SR 99	Midway Crossing 23223 Pacific Hwy S Kent, WA 98032	Medium	Database, Windshield	UST, CSCSL NFA, INST Control, VCP, ALLSITES, FINDS
SR 99	Midway Tire and Wheel (Whse) 23257 Pacific Highway S Kent, WA	Low	City Directory	
SR 99	Gasomat Self Service Gas Station 23402 30th Ave S Kent, WA	Medium	City Directory	
SR 99	A&B Auto Sales 23410 30th Avenue Kent, WA 98032	Low	Windshield	
SR 99	Kings Dry Cleaners 23416 Pacific Hwy Kent, WA 98032	Medium	Database, Windshield	RCRA-NonGen, FINDS, ALLSITES
SR 99	Aero Dry Cleaners 23418 Pacific Hwy S Kent, WA	Medium	City Directory	
SR 99	US Post Office (Midway Station) 23420 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99	Southgate Oil 23428 Pacific Hwy Kent, WA 98032	Medium	Database, Windshield, City Directory	CSCSL, LUST, UST, ICR, ALLSITES, WA-FSIS
SR 99	Mid Cities Disposal Co 23440 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99	Midway Barber Shop 23445 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99	23448 30th Avenue Kent, WA 98032	Low	Windshield	
SR 99	Vacant 23449 Pacific Hwy S Kent, WA	Medium	City Directory	
SR 99	Life Safer 23452 30th Avenue Kent, WA 98032	Low	Windshield	

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
SR 99	Midway Auto Body Repair 23454 30th Ave Kent, WA 98032 (Also listed as Midway Auto Repair and Midway Auto Repair UST)	Medium	Database, City Directory	CSCSL NFA, UST, ICR, RCRA-NonGen, FINDS, ALLSITES
SR 99	Murray's Collision Center 23456 30th Avenue Kent, WA 98032	Medium	Windshield	
SR 99	American Japanese Automotive Murray's Collision Repair 23608 30th Ave S Kent, WA	Medium	City Directory	
SR 99	Jiffy Lube 23610 Pacific Hwy S Kent, WA 98032	Low	Windshield	
SR 99	23612 Pacific Hwy S Kent, WA 98032	Low	Windshield	
SR 99	All City Auto 23620 Pacific Hwy S Kent, WA 98032	Medium	Windshield, City Directory	
SR 99	Midway Cleaners (Map ID Site 78) 23647 Pacific Hwy S Kent, WA 98032	High	Database, Windshield, City Directory	CSCSL, VCP, LQG, FINDS, ALLSITES:, MANIFEST
SR 99	Midway Muffler and Radiator Repair 23898 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99	Bucky's Muffler 23928 Pacific Hwy S Kent, WA 98032	Low	Windshield	
SR 99	Arco 4484 24001 Pacific Hwy Kent, WA 98032 (Also listed as Unknown, Arco 4484, Midway AMPM, Arco Am/Pm)	Medium	Database, Windshield, City Directory	CSCSL, LUST, UST, VCP, RCRA-NonGen, ALLSITES, FINDS, Spills, WA Financial Assurance, HMIRs
SR 99	Japanese Auto Sales & Service (Map ID Site 82) 24141 Pacific Hwy S Kent, WA 98032	High	Database, Windshield	CSCSL, ALLSITES, RCRA-NonGen, FINDS
SR 99	Gresham Transfer Inc 24300 Pacific Hwy Kent, WA 98032 (Also listed as Widing Transportation Inc)	Low	Database, Windshield, City Directory	CERC-NFRAP, VCP, UST, ICR, ALLSITES, NPDES, ERNS, RCRA-NonGen, FINDS
SR 99	Dutchman Fiberglass Products 24404 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99	Midway Rental and Oil Inc 24432 Pacific Hwy S Kent, WA	Medium	City Directory	
SR 99	Skip's Auto Rebuild 24433 Pacific Hwy S Kent, WA	Low	City Directory	

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
SR 99	Wayne's Auto Repair 24441 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99	Northwest Powder Coats 24453 Pacific Hwy Kent, WA 98032	Medium	Database, Windshield, City Directory	CSCSL, HSL, FINDS, ALLSITES
SR 99	Production Plastics Inc Manufacturing 24602 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99	Bernina's Sewing Store 24617 Pacific Hwy S. Kent, WA	Medium	City Directory	
SR 99	Service Battery of Seattle (Sales and Service) 24645 PACIFIC Hwy S Kent, WA	Low	City Directory	
SR 99	Die Mold Inc (Mfg) 24660 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99	Midway Landfill (Map ID Site 84) 24800 Pacific Hwy S. Kent, WA 98031 (Also listed at 24804, 24808, 24810, and 24812 Pacific Hwy S)	High	Database, Windshield, City Directory, Aerials	NPL, CERCLIS, RCRA-NonGen, US ENG Controls, US INST Control, ROD, FINDS, CSCSL, HSL, ALLSITES, MANIFEST
SR 99	SeaTac Automotive 24805 Pacific Hwy S Kent, WA 98032	Low	Windshield, City Directory	
SR 99	Buda NW Marine Diesel Engine 24806 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99	Mid City Materials Inc (Mason Sups) 24816 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99	Soundview Business Park 24823 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99	Midway Transmission 25009 Pacific Hwy Kent, WA 98032	Medium	Database, Windshield, City Directory	LUST, UST, ALLSITES, ICR, FINDS
SR 99	Midway Frame and Wheel Alignment 25013 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99	NW Truckworks Inc (Body Repair) 25032 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99	Binger's No 15 Rocket Service Station 25045 Pacific Hwy S Kent, WA	Medium	City Directory	
SR 99	Aloha Cleaning Equipment 25235 Pacific Hwy S Ste. D & E Kent, WA	Medium	City Directory	

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
SR 99	Fred Meyer 25250 Pacific Hwy S Kent, WA	Medium	City Directory	
SR 99	Gull Self Service 25252 Pacific Hwy S Kent, WA	Medium	City Directory	
SR 99	Midway Classic Cleaners Inc 25440 Pacific Hwy Kent, WA 98032	Medium	Database, Windshield, City Directory	Inactive Cleaner, RCRA-NonGen, ALLSITES
SR 99	Southland 7-11 #18758 26008 Pacific Hwy Kent, WA 98032	Medium	Database, Windshield, City Directory	ICR
SR 99	Mace's Midway Service Station 26010 Pacific Hwy S Kent, WA	Medium	City Directory	
SR 99	DC Laundry 26030 Pacific Hwy S Kent, WA 98032	Medium	Windshield	
SR 99	Cleaners 1 AKA The Cleanery #1 26112 Pacific Hwy Kent, WA 98032 NOTE: The Cleanery #1 was identified as a high-risk site based on the potential for significant contamination; however, based on the alignment of alternatives and station options, it is not expected to be impacted by the project.	High	Database, Windshield, City Directory	CSCSL, VCP, Drycleaner, RCRA-NonGen, FINDS, ALLSITES, ICR
SR 99	Federal Way Machine Shop 26450 Pacific Hwy S Kent, WA	Medium	City Directory	
SR 99	Federal Way Machine Shop 26460 Pacific Hwy S Kent, WA	Medium	City Directory	
SR 99	Budget Batteries 27050 Pacific Hwy S Kent, WA 98032	Low	Windshield, City Directory	
SR 99	Redondo 1 Hr Cleaners 27203 Pacific Hwy S Kent, WA 98032 (Also listed as Arco #5363)	Medium	Database, Windshield	Inactive Drycleaner, RCRA-NonGen, FINDS, ALLSITES, WA SPILLS
SR 99	The Performance Shop Auto Repair 27204 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99	M & D Service 27614 Pacific Hwy S Kent, WA 98031	Medium	Database, Windshield, City Directory	UST, FINDS, ALLSITES, UST, ALLSITES, FINDS
SR 99	Alfred J Schulte 27721 Pacific Hwy S Kent, WA 98031	Medium	Database, Windshield, City Directory	
SR 99	28028 Pacific Hwy S Kent, WA 98032	Low	Windshield	

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
SR 99	S 252nd St Pacific Hwy S 252nd St & Pacific Hwy Kent, WA 98032	Medium	Database	CLSCL, HSL, ALLSITES, FINDS
SR 99	Floyd R Hunt Inc 3219 259th Pl Kent, WA 98032	Low	Database, Windshield	CSCSL NFA, ICR
SR 99	Shell 260th St & Pacific Hwy Kent, WA 98032 (Also listed as Shell (Former))	Medium	Database, Windshield	ICR
SR 99	Arco 5363 (Map ID Site 85) 27202 Pacific Highway S at AM/PM Arc Federal Way, WA 98003 (Also listed as AM/PM Arco Station)	High	Database, Windshield, City Directory	CSCSL, LUST, UST, VCP, UST, SPILLS, RCRA-NonGen FINDS, Manifest, UIC, ALLSITES
SR 99	Movie Magic Movie Rentals Moxie's Powder Shop (Ski Rental and Repair) 27217 Pacific Hwy S Federal Way, WA	Low	City Directory	
SR 99	Corner Mart Grocery 27313 Pacific Hwy S Federal Way, WA	Low	City Directory	
SR 99	Redondo Heights Park & Ride Lot 27454 Pacific Hwy Federal Way, WA 98003 (Also listed as ChemWest)	Low	Database, Windshield, City Directory	CSCSL NFA, ALLSITES, RCRA-NonGen, LQG , UST, FINDS:
SR 99	Federal Way Soc 070715 27500 16th Ave Federal Way, WA 98003	Low	Database, Windshield	UST, ALLSITES, FINDS
SR 99	Glenn's Auto Repair Inc 27606 16th Ave Federal Way, WA 98003	Low	Database, Windshield	LUST, UST, ICR, ALLSITES, RCRA-NonGen, FINDS, MANIFEST
SR 99	Corner Mart Grocery 27313 Pacific Hwy S Federal Way, WA	Low	City Directory	
SR 99	Lonnie's Radiator Service and Repair 27724 Pacific Hwy S Federal Way, WA	Low	City Directory	
SR 99	27802 Pacific Hwy S Federal Way, WA 98003	Low	Windshield	
SR 99	B&M Trucking 27808 Pacific Hwy S Federal Way, WA	Low	City Directory	
SR 99	Kim's Automotive 27820 Pacific Hwy S Federal Way, WA 98003	Low	Windshield	
SR 99	Lonnie's Radiator Service and Repair 27826 Pacific Hwy S Federal Way, WA	Low	City Directory	
SR 99	Gull #0210 28722 Pacific Hwy Federal Way, WA 98003 (Also listed as Texaco Station 632320308)	Medium	Database, Windshield, City Directory	CSCSL NFA, ICR, UST, RCRA-NonGen, FINDS, ALLSITES

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
SR 99	Shell Oil Products US SAP 121050 28806 Pacific Hwy Federal Way, WA 98003 (Also listed as Texaco #004479)	Medium	Database, Windshield, City Directory	CLSCL, LUST, ICR, UST ALLSITES, RCRA-NonGen, FINDS, MANIFEST
SR 99	Green Cleaners 29314 Pacific Hwy S, Suite 101b Federal Way, WA 98003	Medium	Windshield	
SR 99	All Pro Auto 29314 Pacific Hwy S, Suite 103 Federal Way, WA 98003	Low	Windshield	
SR 99	Ronaco Inc Mini Marts 29424 Pacific Hwy S, Ste B Federal Way, WA	Low	City Directory	
SR 99	Shell 29625 Pacific Hwy S Federal Way, WA	Medium	Windshield	
SR 99	76 Station 30401 Pacific Hwy S Federal Way, WA 98003	Low	Windshield	
SR 99	Al Holz Auto Service 30402 Pacific Hwy Federal Way, WA 98003	Medium	Database, Windshield, City Directory	UST, FINDS, ALLSITES
SR 99	Suds and Clean Arco (Gas Station) 30415 Pacific Hwy S Federal Way, WA	Medium	City Directory	
SR 99	Oil Express 30509 Pacific Hwy Federal Way, WA 98003 (Also listed as Susan Harrang)	Medium	Database, Windshield, City Directory	LUST, ICR, UST, FINDS, ALLSITES
SR 99	Federal Way Senior High School 30611 16th Av S Federal Way, WA 98003 (Also listed as Employment Transition Program)	Medium	Database, Windshield	UST, RCRA-NonGen, FINDS, ALLSITES, FINDS
SR 99	Valet Pro Dry Cleaning 30833 Pacific Hwy S Federal Way, WA	Medium	City Directory	
SR 99	ABC Texaco Station 30851 Pacific Hwy S Federal Way, WA	Low	City Directory	
SR 99	Bucky's Complete Auto Repair 30924 Pacific Hwy S Federal Way, WA 98003	Low	Windshield	
SR 99	7 Eleven 31006 Pacific Hwy S Federal Way, WA	Low	City Directory	
SR 99	Chevron USA Inc SS 98538 31204 Pacific Hwy Federal Way, WA 98003	Medium	Database, Windshield, City Directory	CSCSL, LUST, UST, ICR, VCP, ALLSITES, WA MANIFEST, RCRA SQG, RCRA-NonGen, FINDS, WA FINANCIAL ASSURANCE:, SPILLS

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
SR 99	Federal Way Shopping Center 31205 Pacific Hwy Federal Way, WA 98003	Low	Database, Windshield	WA ICR
SR 99	Impact Pest Control 31218 Pacific Ste D Federal Way, WA	Low	City Directory	
SR 99	All Night Printing (All Night Printery, All Night Printery Inc) 31260 Pacific Hwy S, Ste 10 Federal Way, WA	Low	City Directory	
SR 99	Federal Way Shopping Center 31325 Pacific Hwy Federal Way, WA 98003	Low	Database, Windshield	CSCSL NFA, FINDS, ALLSITES
SR 99	Federal Way Printing 31413 Pacific Hwy S Federal Way, WA	Low	City Directory	
SR 99	Fotomat Photographic Printing and Developing 31415 Pacific Hwy S Federal Way, WA	Low	City Directory	
SR 99	Federal Way Car Wash 31458 Pacific Hwy Federal Way, WA 98003	Medium	Database, Windshield	LUST, UST, WA ICR, FINDS, ALLSITES
SR 99	Federal Way Cleaners 31601 Pacific Hwy Federal Way, WA 98003	Low	Database, Windshield, City Directory	INACTIVE DRYCLEANERS, RCRA-NonGen, FINDS, ALLSITES
SR 99	Happy Maid Cleaners 31607 Pacific Hwy Federal Way, WA 98003	Low	Database, Windshield, City Directory	INACTIVE DRYCLEANERS, RCRA-NonGen, FINDS, ALLSITES
SR 99	SeaTac Tire Co 31629 Pacific Hwy Federal Way, WA 98003	Low	Database, Windshield	UST, RCRA-NonGen, FINDS, ALLSITES
SR 99	PSPL (PSPL) 31648 Pacific Hwy S Federal Way, WA	Low	City Directory	
SR 99	Shell Oil Product US SAP 121094 31660 Pacific Hwy Federal Way, WA 98003 (Also listed as Texaco #121094/Shell)	Low	Database, Windshield, City Directory	CSCSL, VCP, ICR, UST, ALLSITES, MANIFEST, SPILLS, WA FINANCIAL ASSURANCE, RCRA-NonGen, FINDS
SR 99	Qwest - #070212 1900 288th St Federal Way, WA 98003 (Also listed as Qwest Corporation W00212, Qwest - #070212, and US West)	Low	Database, Windshield	CSCSL NFA, UST, WA ICR, FINDS, RCRA-NonGen, ALLSITES, WA Financial Assurance
SR 99	Sacajawea Park 1401 Dash Point Road Federal Way, WA	Medium	AERIALS, TOPOs	

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
SR 99	Sun Cleaners 312th St 1400 312th St Federal Way, WA 98003-4718 (Also listed as Cook Investment Bldg) NOTE: Sun Cleaners was identified as a high-risk site based on the potential for significant contamination; however, based on the alignment of alternatives and station options, it is not expected to be impacted by the project.	High	Database, Windshield, City Directory	CSCSL, INACTIVE DRYCLEANERS, RCRA-NonGen, FINDS, ALLSITES
SR 99	Federal Way Newspaper 1634 S 312th St Federal Way, WA	Low	City Directory	
SR 99	Robinson Printer Company 1640a S 312th St Federal Way, WA	Low	City Directory	
SR 99	Federal Way News 1640b S 312th St Federal Way, WA	Low	City Directory	
SR 99	Hillside Plaza Cleaners 2016 314th St Federal Way, WA 98003-5475	Medium	Database, Windshield	WA INACTIVE DRYCLEANERS, RCRA-NonGen, FINDS, ALLSITES
SR 99	Federal Way Waste Bar 26th Ave S & S 311th St Federal Way, WA 98003	Low	Database	RCRA-NonGen, FINDS, ALLSITES
SR 99	PSE 31220 28th Ave Federal Way, WA	Low	Database	WA SPILLS
SR 99	Federal Way City Maintenance 31130 28th Ave S Federal Way, WA	Low	Database	RCRA-NonGen, FINDS, WA ALLSITES, WA MANIFEST
SR 99	2517 316 Ln M 102, Federal Way, WA	Low	Database	WA HIST CDL
SR 99	2416 S 315 APT H206, Federal Way, WA	Low	Database	WA HIST CDL, US CDL, US HIST CDL
SR 99	Conoco Phillips 2535 S 320th, Federal Way, WA	Medium	Database	WA LUST, WA UST, RCRA-NonGen, FINDS, WA ALLSITES, WA MANIFEST, WA SPILLS, WA ICR, WA FINANCIAL ASSURANCE
SR 99	Exxon #7 2510 S 320th, Federal Way, WA	Medium	Database	WA ICR, WA UST, WA ALLSITES, WA CSCSL NFA, WA VCP
SR 99	Hampton Inn 31720 Gateway Center Blvd S, Federal Way, 98003	Low	Database	ALLSITES
SR 99	2216 SO 320th St, Federal Way, WA	Low	Database	WA SPILLS
SR 99	NW Bldg Corp 2210 So 320th St, Federal Way, WA 98003	Medium	Database	RCRA-NonGen, Finds, WA ALLSITES, WA CSCSL NFA

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
SR 99	Arco 5241 2202 S 320th St, Federal Way, WA	Medium	Database	FINDS
SR 99	2132 S 320th Federal Way, WA	Low	Database	WA SPILLS
I-5	Precision Tune Auto Repair 21606 Pacific Hwy S Des Moines, WA	Low	City Directory	
I-5	22002 Pacific Hwy S Des Moines, WA 98198	Low	Windshield	
I-5	The Printer 22246 Pacific Hwy S Des Moines, WA	Low	City Directory	
I-5	Kent Learning Center 22420 Military Rd Des Moines, WA 98198 (Also listed as Kent Mountain View Academy)	Low	Database, Windshield	CSCSL NFA, WA ICR, RCRA-NonGen, FINDS, ALLSITES
I-5	SeaTac Foreign Auto 22616 Pacific Hwy S Des Moines, WA	Low	City Directory	
I-5	Kost Auto Sales 22820 Pacific Hwy Des Moines, WA 98198	Low	Database, Windshield	CSCLS, ALLSITES, FINDS
I-5	Midway Motors 22834 Pacific Hwy Des Moines, WA 98198	Low	Database, Windshield, City Directory	CSCSL, HSL, ALLSITES, FINDS
I-5	Midway Texaco Station 23030 Pacific Hwy S Des Moines, WA	Low	City Directory	
I-5	Midway Texaco (Map ID Site 44) 23031 Pacific Hwy Des Moines, WA 98198-7269 (Also listed as Texaco #63 23 1420, Shell 120943, Texaco #63 232 1429)	High	Database, Windshield, City Directory	CSCSL, LUST, UST, VCP, ICR, ALLSITES, RCRA-NonGen, FINDS, Manifest
I-5	Midway Crossing 23223 Pacific Hwy S Kent, WA 98032	Low	Database, Windshield	UST, CSCSL NFA, INST Control, VCP, ALLSITES, FINDS
I-5	Gasomat Self Service Gas Station (1973) 23402 30th Ave S Kent, WA	Low	City Directory	
I-5	Kings Dry Cleaners 23416 Pacific Hwy Kent, WA 98032	Low	Database, Windshield	RCRA-NonGen, FINDS, ALLSITES
I-5	Aero Dry Cleaners 23418 Pacific Hwy S Kent, WA	Low	City Directory	
I-5	Southgate Oil 23428 Pacific Hwy Kent, WA 98032	Low	Database, Windshield, City Directory	CSCSL, LUST, UST, ICR, ALLSITES, WA-FSIS
I-5	23448 30th Avenue Kent, WA 98032	Low	Windshield	

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
I-5	Vacant 23449 Pacific Hwy S Kent, WA	Low	City Directory	
I-5	Midway Auto Body Repair 23454 30th Ave Kent, WA 98032 (Also listed as Midway Auto Repair and Midway Auto Repair UST)	Low	Database, City Directory	CSCSL NFA, UST, ICR, RCRA-NonGen, FINDS, ALLSITES
I-5	Murray's Collision Center 23456 30th Avenue Kent, WA 98032	Low	Windshield	
I-5	American Japanese Automotive Murray's Collision Repair 23608 30th Ave S Kent, WA	Low	City Directory	
I-5	All City Auto 23616 Pacific Hwy S Kent, WA 98032	Low	Windshield, City Directory	
I-5	Arco 4484 24001 Pacific Hwy Kent, WA 98032 (Also listed as Unknown, Arco 4484, Midway AMPM, Arco Am/Pm)	Low	Database, Windshield, City Directory	CSCSL, LUST, UST, VCP, RCRA-NonGen, ALLSITES, FINDS, Spills, WA Financial Assurance, HMIRs
I-5	Gresham Transfer Inc 24300 Pacific Hwy Kent, WA 98032 (Also listed as Widing Transportation Inc)	Low	Database, Windshield, City Directory	CERC-NFRAP, CSCSL NFA, VCP, UST, ICR, ALLSITES, NPDES, ERNS, RCRA-NonGen, FINDS
I-5	Dutchman Fiberglass Products 24404 Pacific Hwy S Kent, WA	Low	City Directory	
I-5	Midway Rental and Oil Inc 24432 Pacific Hwy S Kent, WA	Low	City Directory	
I-5	Production Plastics Inc Manufacturing 24602 Pacific Hwy S Kent, WA	Low	City Directory	
I-5	Die Mold Inc (Mfg) 24660 Pacific Hwy S Kent, WA	Low	City Directory	
I-5	Midway Landfill (Map ID Site 84) 24800 Pacific Hwy S. Kent, WA 98031 (Also listed at 24804, 24808, 24810, and 24812 Pacific Hwy S)	High	Database, Windshield, City Directory, AERIALS	NPL, CERCLIS, RCRA-NonGen, US ENG Controls, US INST Control, ROD, FINDS, CSCSL, HSL, ALLSITES, MANIFEST
I-5	Buda NW Marine Diesel Engine 24806 Pacific Hwy S Kent, WA	Low	City Directory	
I-5	Mid City Materials Inc (Mason Sups) 24816 Pacific Hwy S Kent, WA	Low	City Directory	
I-5	NW Truckworks Inc (Body Repair) 25032 Pacific Hwy S Kent, WA	Low	City Directory	

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
I-5	Fred Meyer 25250 Pacific Hwy S Kent, WA	Low	City Directory	
I-5	Gull Self Service 25252 Pacific Hwy S Kent, WA	Low	City Directory	
I-5	Midway Classic Cleaners Inc 25440 Pacific Hwy Kent, WA 98032	Low	Database, Windshield, City Directory	Inactive Cleaner, RCRA-NonGen, ALLSITES
I-5	20800 32nd Lane SeaTac, WA	Low	Database	WA SPILLS
I-5	PSE/Midway Sewer 3002 S 208th St Des Moines, WA	Low	Database	WA SPILLS
I-5	Highline Water Dist 21238 31st Ave S Seattle, WA	Low	Database	FINDS, ALLSITES, CA HAZNET, RCRA-NonGen
I-5	21202 30th Ave S SeaTac, WA	Low	Database	WA SPILLS
I-5	PSE 2857 S 221st St Des Moines, WA	Low	Database	WA SPILLS
I-5	Valley I5 Closed 23005 Military Rd Kent, WA	Low	Database	FINDS, ALLSITES, UST
I-5	Unknown 34301 35th Place S Kent, WA	Low	Database	WA SPILLS
I-5	Linda Heights Pump Station 3406 S 248th Place Kent, WA	Low	Database	ALLSITES, UST, FINDS
I-5	Floyd R Hunt 3219 S 259th Place Kent, WA	Low	Database	FINDS, ALLSITES, CSCSL NFA, ICR
I-5	26002 27th Place Kent, WA	Low	Database	WA SPILLS
I-5	King County DOT DPW Star Lake Pit 26701 28th Ave S Kent, WA	Medium	Database	UST, FINDS, WA NPDES, ALLSITES, CSCSL NFA, VCP
I-5	Unknown 2920 S 284th Street Federal Way, WA	Low	Database	WA SPILLS
I-5	Lakehaven Utility District 288th & 32nd Ave S Burien, WA	Low	Database	WA SPILLS
I-5	3001 S 288th Street Federal Way, WA	Low	Database	WA SPILLS, WA HIST CDL
I-5	Lakehaven Utility 288th S 32nd Ave Federal Way, WA	Medium	Database	ALLSITES, CSCSL NFA, UST, ICR

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
I-5	S 304th & 31st Ave Auburn, King, WA	Low	Database	WA SPILLS
I-5	Arco 30915 26th Federal Way, WA	Low	Database	WA SPILLS
I-5	Federal Way Waste Bar 26th Ave S & S 311th St Federal Way, WA 98003	Low	Database	RCRA-NonGen, FINDS, ALLSITES
I-5	PSE 31220 28th Ave Federal Way, WA	Low	Database	WA SPILLS
I-5	Federal Way City Maintenance Yard 31130 28th Ave S Federal Way, WA	Low	Database	RCRA-NonGen, FINDS, WA ALLSITES, WA MANIFEST
I-5	HS Truman High School 31455 28th Ave S Federal Way, WA	Low	Database	FINDS
I-5	South Fork 28th St Townhomes 31408 28th Ave S, Federal Way, WA	Low	Database	FINDS
I-5	2517 316 Ln M 10, Federal Way, WA	Low	Database	WA HIST CDL
I-5	2416 S 315 APT H206, Federal Way, WA	Low	Database	WA HIST CDL, US CDL, US HIST CDL
I-5	Conoco Phillips 2535 S 320th, Federal Way, WA	Medium	Database	WA LUST, WA UST, RCRA-NonGen, FINDS, WA ALLSITES, WA MANIFEST, WA SPILLS, WA ICR, WA FINANCIAL ASSURANCE
I-5	Exxon #7 2510 S 320th, Federal Way, WA	Medium	Database	WA ICR, WA UST, WA ALLSITES, WA CSCSL NFA, WA VCP
I-5	Hampton Inn 31720 Gateway Center Blvd S, Federal Way, 98003	Low	Database	ALLSITES
I-5	2216 SO 320th St, Federal Way, WA	Low	Database	WA SPILLS
I-5	NW Bldg Corp 2210 So 320th St, Federal Way, WA 98003	Medium	Database	RCRA-NonGen, Finds, WA ALLSITES, WA CSCSL NFA
I-5	Arco 5241 2202 S 320th St, Federal Way, WA	Medium	Database	FINDS
I-5	2132 S 320th Federal Way, WA	Low	Database	WA SPILLS
I-5	320th & I-5 Federal Way, WA	Low	Database	WA SPILLS
I-5	Boeing Federal Way 3004 S 320th, Federal Way, WA	Low	Database	RCRA-Nongen, FINDS, WA ALLSITES

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
I-5	Target 2201 S Commons, Federal Way, WA	Low	Database	WA ALLSITES, WA MANIFEST, RCRA LQG, CAHAZNET, FINDS
SR 99 to I-5	Evergreen Cleaners Dry Cleaners 20019 Pacific Hwy S SeaTac, WA	Medium	City Directory	
SR 99 to I-5	SeaTac U-Haul Service Center 20024 Pacific Hwy S SeaTac, WA	Low	City Directory	
SR 99 to I-5	Office Bldg (Multiple Tenants) 20040 Pacific Hwy S SeaTac, WA	Low	City Directory	
SR 99 to I-5	Kenworth NW SeaTac 20220 International Blvd SeaTac, WA 98198	Medium	Database, Windshield	UST, ALLSITES , FINDS
SR 99 to I-5	Alamo Rent A Car Inc 20636 International Blvd SeaTac, WA 98198 (Also listed as Advantage Rent-A-Car)	Medium	Database, Windshield	CSCSL, LUST, UST, ALLSITES
SR 99 to I-5	Unocal 3965 20658 International Blvd, SeaTac, WA 98198	Medium	Database, Windshield, City Directory	CSCSL, LUST, UST, VCP, ALLSITES, FINDS
SR 99 to I-5	Bob's Welding 20835 Pacific Hwy S SeaTac, WA	Low	City Directory	
SR 99 to I-5	Electronic Workshop (Vest Mfrs) 20846 Pacific Hwy S SeaTac, WA	Low	City Directory	
SR 99 to I-5	Pacific Auto and Brake and Muffler 20856 Pacific Hwy S SeaTac, WA	Medium	City Directory	
SR 99 to I-5	Southland Corp 2307 21776 21454 International Blvd SeaTac, WA 98198	Medium	Database, Windshield, City Directory	LUST, ICR, UST, ALLSITES, FINDS, UST, ICR, RCRA-NonGen, FINDS, ALLSITES
SR 99 to I-5	Goodyear/Eagle Tire & Automotive 21409 International Blvd Des Moines, WA 98198 (Also listed as Safeway Fuel 3540 and Eagle Tire and Automotive)	Medium	Database, Windshield	
SR 99 to I-5	Photoworks (Photo Processing) 21415 Pacific Hwy S Des Moines, WA	Low	City Directory	
SR 99 to I-5	Royal Fabric Care Center Des M 21445 International Blvd Des Moines, WA 98198-6074	Medium	Database, Windshield, City Directory	RCRA-NonGen, FINDS, ALLSITES
SR 99 to I-5	Sunmart 1 (Map ID Site 72) 21449 International Blvd Des Moines, WA 98198 (Also listed as Texaco #63 232 0282, Texaco Station 120886)	High	Database, Windshield, City Directory	CSCSL, LUST Cleanup started (VCP) 6/1/95, UST, WA ICR, VCP, RCRA-NonGen, FINDS, ALLSITES, Manifest, WA Financial Assurance

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
SR 99 to I-5	Precision Tune Auto Repair 21606 Pacific Hwy S Des Moines, WA	Medium	City Directory	
SR 99 to I-5	Melody TV and Appliance Sales 21635 Pacific Hwy S Des Moines, WA	Low	City Directory	
SR 99 to I-5	Midway Laundromat and Drycleaners 21655 Pacific Hwy S Des Moines, WA	Medium	City Directory	
SR 99 to I-5	Winston 99 Auto Repair 21666 Pacific Hwy S Des Moines, WA 98198	Medium	Windshield	
SR 99 to I-5	Grosso Enterprises Self Serve 21667 Pacific Hwy S Des Moines, WA	Medium	City Directory	
SR 99 to I-5	Pete's Welding 21841 Pacific Hwy S Des Moines, WA 98198	Medium	Windshield, City Directory	
SR 99 to I-5	J&M Finishing (Auto Marine Equipment), Stainless Fasteners Inc (Corrosion, Heat Resistant), B-Dry Waterproofing Contr 22001 Pacific Hwy S, Ste. 106 Des Moines, WA	Low	City Directory	
SR 99 to I-5	22002 Pacific Hwy S Des Moines, WA 98198	Medium	Windshield	
SR 99 to I-5	Elite Printing and Copying 22247 Pacific Hwy S, Ste. A Des Moines, WA	Low	Windshield	
SR 99 to I-5	NW Salvage Co 22329 Pacific Hwy S Des Moines, WA	Medium	City Directory	
SR 99 to I-5	The Printer 22246 Pacific Hwy S Des Moines, WA	Medium	City Directory	
SR 99 to I-5	SeaTac Foreign Auto 22616 Pacific Hwy S Des Moines, WA	Medium	City Directory	
SR 99 to I-5	Kost Auto Sales 22820 Pacific Hwy Des Moines, WA 98198	Medium	Database, Windshield	
SR 99 to I-5	Midway Motors 22834 Pacific Hwy Des Moines, WA 98198 NOTE: Midway Motors was identified as a high-risk site based on the potential for significant contamination; however, based on the alignment of alternatives and station options, it is not expected to be impacted by the project.	High	Database, Windshield, City Directory	CSCLS, ALLSITES, FINDS, CSCSL, HSL, ALLSITES, FINDS
SR 99 to I-5	Midway Rebuilders (Starter and Alternators) 22845 Pacific Hwy S Des Moines, WA	Low	City Directory	

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
SR 99 to I-5	Roberlee Property/AA Rentals 22868 Pacific Hwy Des Moines, WA 98198 (Also listed as PSE)	Low	Database, Windshield, City Directory	ICR
SR 99 to I-5	Midway Texaco Station 23030 Pacific Hwy S Des Moines, WA	Medium	City Directory	
SR 99 to I-5	Midway Texaco (Map ID Site 44) 23031 Pacific Hwy Des Moines, WA 98198-7269 (Also listed as Texaco #63 23 1420, Shell 120943, Texaco #63 232 1429)	High	Database, Windshield, City Directory	CSCSL, LUST, UST, VCP, ICR, ALLSITES, RCRA-NonGen, FINDS, Manifest
SR 99 to I-5	Midas Muffler & Brake Shop 23100 Pacific Hwy Des Moines, WA 98198	Low	Database, Windshield, City Directory	CLCSL NFA, UST, ICR, ALLSITES, FINDS
SR 99 to I-5	Asia Auto Service 23405 ½ Pacific Hwy S Des Moines, WA	Medium	City Directory	
SR 99 to I-5	Pacific Highway Shell 23419 Pacific Hwy Des Moines, WA 98198 (Also listed as Shell 120956 and Anderson Shell)	Medium	Database, Windshield, City Directory	CSCSL, LUST, UST, VCP, ALLSITES, RCRA-NonGen, FINDS, WA Manifest, ICIS, SPILLS
SR 99 to I-5	Midway Auto (Exxon) 2802 Kent-Des Moines Rd Des Moines, WA 98198 (Also listed as Quality Auto Electric)	Medium	Database, Windshield, City Directory	CSCSL NFA, UST, ICR, RCRA-NonGen, FINDS, ALLSITES
SR 99 to I-5	Midway Crossing 23223 Pacific Hwy S Kent, WA 98032	Medium	Database, Windshield	UST, CSCSL NFA, INST Control, VCP, ALLSITES, FINDS
SR 99 to I-5	Midway Tire and Wheel (Whse) 23257 Pacific Highway S Kent, WA	Low	City Directory	
SR 99 to I-5	Gasomat Self Service Gas Station 23402 30th Ave S Kent, WA	Medium	City Directory	
SR 99 to I-5	A&B Auto Sales 23410 30th Avenue Kent, WA 98032	Low	Windshield	
SR 99 to I-5	Kings Dry Cleaners 23416 Pacific Hwy Kent, WA 98032	Medium	Database, Windshield	RCRA-NonGen, FINDS, ALLSITES
SR 99 to I-5	Aero Dry Cleaners 23418 Pacific Hwy S Kent, WA	Medium	City Directory	
SR 99 to I-5	US Post Office (Midway Station) 23420 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99 to I-5	Southgate Oil 23428 Pacific Hwy Kent, WA 98032	Medium	Database, Windshield, City Directory	CSCSL, LUST, UST, ICR, ALLSITES, WA-FSIS

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
SR 99 to I-5	Mid Cities Disposal Co 23440 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99 to I-5	Midway Barber Shop 23445 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99 to I-5	23448 30th Avenue Kent, WA 98032	Low	Windshield	
SR 99 to I-5	Vacant 23449 Pacific Hwy S Kent, WA	Medium	City Directory	
SR 99 to I-5	Life Safer 23452 30th Avenue Kent, WA 98032	Low	Windshield	
SR 99 to I-5	Midway Auto Body Repair 23454 30th Ave Kent, WA 98032 (Also listed as Midway Auto Repair and Midway Auto Repair UST)	Medium	Database, City Directory	CSCSL NFA, UST, ICR, RCRA-NonGen, FINDS, ALLSITES
SR 99 to I-5	Murray's Collision Center 23456 30th Avenue Kent, WA 98032	Medium	Windshield	
SR 99 to I-5	American Japanese Automotive Murray's Collision Repair 23608 30th Ave S Kent, WA	Medium	City Directory	
SR 99 to I-5	Jiffy Lube 23610 Pacific Hwy S Kent, WA 98032	Low	Windshield	
SR 99 to I-5	23612 Pacific Hwy S Kent, WA 98032	Low	Windshield	
SR 99 to I-5	All City Auto 23620 Pacific Hwy S Kent, WA 98032	Medium	Windshield, City Directory	
SR 99 to I-5	Midway Cleaners (Map ID Site 78) 23647 Pacific Hwy S Kent, WA 98032	High	Database, Windshield, City Directory	CSCSL, VCP, LQG, FINDS, ALLSITES, MANIFEST
SR 99 to I-5	Midway Muffler and Radiator Repair 23898 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99 to I-5	Bucky's Muffler 23928 Pacific Hwy S Kent, WA 98032	Low	Windshield	
SR 99 to I-5	Midway Landfill (Map ID Site 84) 24800 Pacific Hwy S. Kent, WA 98031 (Also listed at 24804, 24808, 24810, and 24812 Pacific Hwy S)	High	Database, Windshield, City Directory, AERIALS	NPL, CERCLIS, RCRA-NonGen, US ENG Controls, US INST Control, ROD, FINDS, CSCSL, HSL, ALLSITES, MANIFEST
SR 99 to I-5	Buda NW Marine Diesel Engine 24806 Pacific Hwy S Kent, WA	Low	City Directory	

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
SR 99 to I-5	Mid City Materials Inc (Mason Sups) 24816 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99 to I-5	NW Truckworks Inc (Body Repair) 25032 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99 to I-5	Fred Meyer 25250 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99 to I-5	Gull Self Service 25252 Pacific Hwy S Kent, WA	Low	City Directory	
SR 99 to I-5	Midway Classic Cleaners Inc 25440 Pacific Hwy Kent, WA 98032	Low	Database, Windshield, City Directory	Inactive Cleaner, RCRA-NonGen, ALLSITES
SR 99 to I-5	Unknown 34301 35th Place S Kent, WA	Low	Database	Spills
SR 99 to I-5	Linda Heights Pump Station 3406 S 248th St Kent, WA	Low	Database	ALLSITES, UST, FINDS
SR 99 to I-5	King Cnty DOT DPW Star Lake Pit 26701 28th Ave S Kent, WA	Medium	Database	UST, FINDS, WA NPDES, ALLSITES, CSCSL NFA, VCP
SR 99 to I-5	Unknown 2920 S 284th St Federal Way, WA	Low	Database	WA SPILLS
SR 99 to I-5	Lakehaven Utility District 288th & 32nd Ave S Burien, WA	Low	Database	WA SPILLS
SR 99 to I-5	Unknown 3001 S 288th Street Federal Way, WA	Low	Database	WA SPILLS, WA HIST CDL
SR 99 to I-5	Lakehaven Utility 288th S 32nd Ave Federal Way, WA	Medium	Database	ALLSITES, CSCSL NFA, UST, ICR
SR 99 to I-5	S 304th & 31st Ave S Auburn, King, WA	Low	Database	SPILLS
SR 99 to I-5	Arco 30915 26th Ave S Federal Way, WA	Low	Database	SPILLS
SR 99 to I-5	Federal Way Waste Bar 26th Ave S & S 311th St Federal Way, WA	Low	Database	RCRA-NonGen, FINDS, ALLSITES
SR 99 to I-5	PSE 31220 28th Ave S Federal Way, WA	Low	Database	WA SPILLS
SR 99 to I-5	Federal Way City Maintenance Yard 31130 28th Ave S Federal Way, WA	Low	Database	RCRA-NonGen, FINDS, WA ALLSITES, WA MANIFEST

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
SR 99 to I-5	HS Truman High School 31455 28th Ave S Federal Way, WA	Low	Database	FINDS
SR 99 to I-5	South Fork 28th St Townhomes 31408 28th Ave S Federal Way, WA	Low	Database	FINDS, ALLSITES
SR 99 to I-5	2517 316 Ln M 102 Federal Way, WA	Low	Database	WA HIST CDL
SR 99 to I-5	2416 S 315 APT H206 Federal Way, WA	Low	Database	WA HIST CDL, US CDL, US HIST CDL
SR 99 to I-5	Conoco Phillips 2535 S 320th, Federal Way, WA	Medium	Database	WA LUST, WA UST, RCRA-NonGen, FINDS, WA ALLSITES, WA MANIFEST, WA SPILLS, WA ICR, WA FINANCIAL ASSURANCE
SR 99 to I-5	Exxon #7 2510 S 320th Federal Way, WA	Medium	Database	WA ICR, WA UST, WA ALLSITES, WA CSCSL NFA, WA VCP
SR 99 to I-5	Hampton Inn 31720 Gateway Center Blvd S, Federal Way, WA	Low	Database	WA SPILLS
SR 99 to I-5	2216 SO 320th St Federal Way, WA	Low	Database	RCRA-NonGen, Finds, WA ALLSITES, WA CSCSL NFA
SR 99 to I-5	NW Bldg Corp 2210 So 320th St, Federal Way, WA 98003	Medium	Database	FINDS
SR 99 to I-5	Arco 5241 2202 S 320th St, Federal Way, WA	Medium	Database	FINDS
SR 99 to I-5	2132 S 320th Federal Way, WA	Low	Database	WA SPILLS
SR 99 to I-5	320th & I-5 Federal Way, WA	Low	Database	WA SPILLS
SR 99 to I-5	Boeing Federal Way 3004 S 320th, Federal Way, WA	Low	Database	RCRA-Nongen, FINDS, WA ALLSITES
SR 99 to I-5	Target 2201 S Commons, Federal Way, WA	Low	Database	WA ALLSITES, WA MANIFEST, RCRA LQG, CAHAZNET, FINDS
I-5 to SR 99	Kent Learning Center 22420 Military Rd Des Moines, WA 98198 (Also listed as Kent Mountain View Academy)	Low	Database, Windshield	CSCSL NFA, WA ICR, RCRA-NonGen, FINDS, ALLSITES
I-5 to SR 99	Kost Auto Sales 22820 Pacific Hwy Des Moines, WA 98198	Low	Database, Windshield	CSCLS, ALLSITES, FINDS
I-5 to SR 99	Midway Motors 22834 Pacific Hwy Des Moines, WA 98198	Low	Database, Windshield, City Directory	CSCSL, HSL, ALLSITES, FINDS

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
I-5 to SR 99	Kings Dry Cleaners 23416 Pacific Hwy Kent, WA 98032	Low	Database, Windshield	RCRA-NonGen, FINDS, ALLSITES
I-5 to SR 99	Southgate Oil 23428 Pacific Hwy Kent, WA 98032	Low	Database, Windshield, City Directory	CSCSL, LUST, UST, ICR, ALLSITES, WA-FSIS
I-5 to SR 99	Midway Auto Body Repair 23454 30th Ave Kent, WA 98032 (Also listed as Midway Auto Repair and Midway Auto Repair UST)	Low	Database, City Directory	CSCSL NFA, UST, ICR, RCRA-NonGen, FINDS, ALLSITES
I-5 to SR 99	Chevron 23845 Pacific Hwy S Des Moines, WA 98198	Medium	Windshield	
I-5 to SR 99	B & B Aircraft Equipment 24401 Pacific Hwy S Des Moines, WA 98198	Medium	Database, Windshield, City Directory	LUST, UST, ALLSITES, RCRA-NonGen, FINDS
I-5 to SR 99	Chevron 25915 Pacific Hwy S Des Moines, WA 98198	Low	Windshield	
I-5 to SR 99	7 Eleven No. 18758 (Map ID Site 73) 26007 Pacific Hwy Des Moines, WA 98198	High	Database, Windshield, City Directory	CSCSL, LUST, UST, ALLSITES, FINDS, ALLSITES
I-5 to SR 99	Joinus Cleaners 27041 Pacific Hwy Des Moines, WA 98198 NOTE: Joinus Cleaners was identified as a high-risk site based on the potential for significant contamination; however, based on the alignment of alternatives and station options, it is not expected to be impacted by the project.	High	Database, Windshield	CCSCL, ALLSITES, RCRA-NonGen, FINDS
I-5 to SR 99	Redondo Martinizing (Clean Alterations) 27211 Pacific Hwy S Des Moines, WA	Medium	City Directory	
I-5 to SR 99	Hauser Property Davis Const 244th St & 26th Pl Des Moines 98198 (Also listed as US DOE NRO Hauser Property Site)	Low	Database	CSCSL, CSCSL NFA, INST Controls, FINDS, ALLSITES, RCRA-NonGen, FINDS
I-5 to SR 99	Victorian Phase II (two reports) 24512 26th Pl Des Moines, WA 98198	Low	Database, Windshield	ICR
I-5 to SR 99	Davis Construction Co Inc 24515 26th Pl Des Moines, WA 98198	Low	Database, Windshield	CSCSL NFA, INST Control, VCP, WA-FSIS, ALLSITES
I-5 to SR 99	Shell 1720 S. 272nd Des Moines, WA 98198	Low	Windshield	
I-5 to SR 99	Arco 4484 24001 Pacific Hwy Kent, WA 98032 (Also listed as Unknown, Arco 4484, Midway AMPM, Arco Am/Pm)	Medium	Database, Windshield, City Directory	CSCSL, LUST, UST, VCP, RCRA-NonGen, ALLSITES, FINDS, Spills, WA Financial Assurance, HMIRs

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
I-5 to SR 99	Japanese Auto Sales & Service (Map ID Site 82) 24141 Pacific Hwy S Kent, WA 98032	High	Database, Windshield	CSCSL, ALLSITES, RCRA-NonGen, FINDS
I-5 to SR 99	Gresham Transfer Inc 24300 Pacific Hwy Kent, WA 98032 (Also listed as Widing Transportation Inc)	Low	Database, Windshield, City Directory	CERC-NFRAP, VCP, UST, ICR, ALLSITES, NPDES, ERNS, RCRA-NonGen, FINDS
I-5 to SR 99	Dutchman Fiberglass Products 24404 Pacific Hwy S Kent, WA	Low	City Directory	
I-5 to SR 99	Midway Rental and Oil Inc 24432 Pacific Hwy S Kent, WA	Medium	City Directory	
I-5 to SR 99	Skip's Auto Rebuild 24433 Pacific Hwy S Kent, WA	Low	City Directory	
I-5 to SR 99	Wayne's Auto Repair 24441 Pacific Hwy S Kent, WA	Low	City Directory	
I-5 to SR 99	Northwest Powder Coats 24453 Pacific Hwy Kent, WA 98032	Medium	Database, Windshield, City Directory	CSCSL, HSL, FINDS, ALLSITES
I-5 to SR 99	Production Plastics Inc Manufacturing 24602 Pacific Hwy S Kent, WA	Low	City Directory	
I-5 to SR 99	Bernina's Sewing Store 24617 Pacific Hwy S. Kent, WA	Medium	City Directory	
I-5 to SR 99	Service Battery of Seattle (Sales and Service) 24645 PACIFIC Hwy S Kent, WA	Low	City Directory	
I-5 to SR 99	Die Mold Inc (Mfg) 24660 Pacific Hwy S Kent, WA	Low	City Directory	
I-5 to SR 99	Midway Landfill (Map ID Site 84) 24800 Pacific Hwy S. Kent, WA 98031 (Also listed at 24804, 24808, 24810, and 24812 Pacific Hwy S)	High	Database, Windshield, City Directory, AERIALS	NPL, CERCLIS, RCRA-NonGen, US ENG Controls, US INST Control, ROD, FINDS, CSCSL, HSL, ALLSITES, MANIFEST,
I-5 to SR 99	SeaTac Automotive 24805 Pacific Hwy S Kent, WA 98032	Low	Windshield, City Directory	
I-5 to SR 99	Buda NW Marine Diesel Engine 24806 Pacific Hwy S Kent, WA	Low	City Directory	
I-5 to SR 99	Mid City Materials Inc (Mason Sups) 24816 Pacific Hwy S Kent, WA	Low	City Directory	
I-5 to SR 99	Soundview Business Park 24823 Pacific Hwy S Kent, WA	Low	City Directory	

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
I-5 to SR 99	Midway Transmission 25009 Pacific Hwy Kent, WA 98032	Medium	Database, Windshield, City Directory	LUST, UST, ALLSITES, ICR, FINDS
I-5 to SR 99	Midway Frame and Wheel Alignment 25013 Pacific Hwy S Kent, WA	Low	City Directory	
I-5 to SR 99	NW Truckworks Inc (Body Repair) 25032 Pacific Hwy S Kent, WA	Low	1982 City Directory	
I-5 to SR 99	Binger's No 15 Rocket Service Station 25045 Pacific Hwy S Kent, WA	Medium	City Directory	
I-5 to SR 99	Aloha Cleaning Equipment 25235 Pacific Hwy S Ste. D & E Kent, WA	Medium	City Directory	
I-5 to SR 99	Fred Meyer 25250 Pacific Hwy S Kent, WA	Medium	City Directory	
I-5 to SR 99	Gull Self Service 25252 Pacific Hwy S Kent, WA	Medium	City Directory	
I-5 to SR 99	Midway Classic Cleaners Inc 25440 Pacific Hwy Kent, WA 98032	Medium	Database, Windshield, City Directory	Inactive Cleaner, RCRA-NonGen, ALLSITES
I-5 to SR 99	Southland 7-11 #18758 26008 Pacific Hwy Kent, WA 98032	Medium	Database, Windshield, City Directory	ICR
I-5 to SR 99	Mace's Midway Service Station 26010 Pacific Hwy S Kent, WA	Medium	City Directory	
I-5 to SR 99	DC Laundry 26030 Pacific Hwy S Kent, WA 98032	Medium	Windshield	
I-5 to SR 99	Cleaners 1 AKA The Cleanery # 1 (Four Reports) 26112 Pacific Hwy Kent, WA 98032 NOTE: Cleaners 1 was identified as a high-risk site based on the potential for significant contamination; however, based on the alignment of alternatives and station options, it is not expected to be impacted by the project.	High	Database, Windshield, City Directory	CSCSL, VCP, Drycleaner, RCRA-NonGen, FINDS, ALLSITES, ICR
I-5 to SR 99	Federal Way Machine Shop 26450 Pacific Hwy S Kent, WA	Medium	City Directory	
I-5 to SR 99	Federal Way Machine Shop 26460 Pacific Hwy S Kent, WA	Medium	City Directory	
I-5 to SR 99	Budget Batteries 27050 Pacific Hwy S Kent, WA 98032	Low	Windshield, City Directory	

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
I-5 to SR 99	Redondo 1 Hr Cleaners 27203 Pacific Hwy S Kent, WA 98032 (Also listed as Arco #5363)	Medium	Database, Windshield	Inactive Drycleaner, RCRA-NonGen, FINDS, ALLSITES, WA SPILLS
I-5 to SR 99	The Performance Shop Auto Repair 27204 Pacific Hwy S Kent, WA	Low	City Directory	
I-5 to SR 99	M & D Service 27614 Pacific Hwy S Kent, WA 98031	Medium	Database, Windshield, City Directory	UST, FINDS, ALLSITES
I-5 to SR 99	Alfred J Schulte 27721 Pacific Hwy S Kent, WA 98031	Medium	Database, Windshield, City Directory	UST, ALLSITES, FINDS
I-5 to SR 99	28028 Pacific Hwy S Kent, WA 98032	Low	Windshield	
I-5 to SR 99	S 252nd St Pacific Hwy S 252nd St & Pacific Hwy Kent, WA 98032	Medium	Database	CLSCL, HSL, ALLSITES, FINDS
I-5 to SR 99	Floyd R Hunt 3219 259th Pl Kent, WA 98032	Low	Database	FINDS, ALLSITES, CSCSL NFA, ICR
I-5 to SR 99	Shell 260th St & Pacific Hwy Kent, WA 98032 (Also listed as Shell (Former))	Medium	Database, Windshield	ICR
I-5 to SR 99	Arco 5363 (Map ID Site 85) 27202 Pacific Highway S at AM/PM Arc Federal Way, WA 98003 (Also listed as AM/PM Arco Station)	High	Database, Windshield, City Directory	CSCSL, LUST, UST, VCP, UST, Spills, RCRA-NonGen, FINDS, Manifest, UIC, ALLSITES
I-5 to SR 99	Movie Magic Movie Rentals Moxie's Powder Shop (Ski Rental and Repair) 27217 Pacific Hwy S Federal Way, WA	Low	City Directory	
I-5 to SR 99	Corner Mart Grocery 27313 Pacific Hwy S Federal Way, WA	Low	City Directory	
I-5 to SR 99	Redondo Heights Park & Ride Lot 27454 Pacific Hwy Federal Way, WA 98003 (Also listed as ChemWest)	Low	Database, Windshield, City Directory	CSCSL NFA, ALLSITES, RCRA-NonGen, LQG 2003. , UST, FINDS
I-5 to SR 99	Federal Way Soc 070715 27500 16th Ave Federal Way, WA 98003	Low	Database, Windshield	UST, ALLSITES, FINDS
I-5 to SR 99	Glenn's Auto Repair Inc 27606 16th Ave Federal Way, WA 98003	Low	Database, Windshield	LUST, UST, ICR, ALLSITES, RCRA-NonGen, FINDS, MANIFEST
I-5 to SR 99	Corner Mart Grocery 27313 Pacific Hwy S Federal Way, WA	Low	City Directory	
I-5 to SR 99	Lonnie's Radiator Service and Repair 27724 Pacific Hwy S Federal Way, WA	Low	City Directory	

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
I-5 to SR 99	27802 Pacific Hwy S Federal Way, WA 98003	Low	Windshield	
I-5 to SR 99	B&M Trucking 27808 Pacific Hwy S Federal Way, WA	Low	City Directory	
I-5 to SR 99	Kim's Automotive 27820 Pacific Hwy S Federal Way, WA 98003	Low	Windshield	
I-5 to SR 99	Lonnie's Radiator Service and Repair 27826 Pacific Hwy S Federal Way, WA	Low	City Directory	
I-5 to SR 99	Gull #0210 28722 Pacific Hwy Federal Way, WA 98003 (Also listed as Texaco Station 632320308)	Medium	Database, Windshield, City Directory	CSCSL NFA, ICR, UST, RCRA-NonGen, FINDS, ALLSITES
I-5 to SR 99	Shell Oil Products US Sap 121050 28806 Pacific Hwy Federal Way, WA 98003 (Also listed as Texaco #004479)	Medium	Database, Windshield, City Directory	CLSCL, LUST, ICR, UST, ALLSITE, RCRA-NonGen, FINDS, MANIFEST, SPILLS
I-5 to SR 99	Green Cleaners 29314 Pacific Hwy S, Suite 101b Federal Way, WA 98003	Medium	Windshield	
I-5 to SR 99	All Pro Auto 29314 Pacific Hwy S, Suite 103 Federal Way, WA 98003	Low	Windshield	
I-5 to SR 99	Ronaco Inc Mini Marts 29424 Pacific Hwy S, Ste B Federal Way, WA	Low	City Directory	
I-5 to SR 99	Shell 29625 Pacific Hwy S OK	Medium	Windshield	
I-5 to SR 99	76 Station 30401 Pacific Hwy S Federal Way, WA 98003	Low	Windshield	
I-5 to SR 99	Al Holz Auto Service 30402 Pacific Hwy Federal Way, WA 98003	Medium	Database, Windshield, City Directory	UST, FINDS, ALLSITES
I-5 to SR 99	Suds and Clean Arco (Gas Station) 30415 Pacific Hwy S Federal Way, WA	Medium	City Directory	
I-5 to SR 99	Oil Express 30509 Pacific Hwy Federal Way, WA 98003 (Also listed as Susan Harrang)	Medium	Database, Windshield, City Directory	LUST, ICR, UST, FINDS, ALLSITES
I-5 to SR 99	Federal Way Senior High School 30611 16th Av S Federal Way, WA 98003 (Also listed as Employment Transition Program)	Medium	Database, Windshield	UST, RCRA-NonGen, FINDS, ALLSITES, FINDS
I-5 to SR 99	Valet Pro Dry Cleaning 30833 Pacific Hwy S Federal Way, WA	Medium	City Directory	

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
I-5 to SR 99	ABC Texaco Station 30851 Pacific Hwy S Federal Way, WA	Low	City Directory	
I-5 to SR 99	Bucky's Complete Auto Repair 30924 Pacific Hwy S Federal Way, WA 98003	Low	Windshield	
I-5 to SR 99	7 Eleven 31006 Pacific Hwy S Federal Way, WA	Low	City Directory	
I-5 to SR 99	Chevron USA Inc SS 98538 31204 Pacific Hwy Federal Way, WA 98003	Medium	Database, Windshield, City Directory	CSCSL, LUST, UST, ICR, VCP, ALLSITES, WA MANIFEST , RCRA SQG, RCRA-NonGen, FINDS, WA FINANCIAL ASSURANCE, SPILLS
I-5 to SR 99	Federal Way Shopping Center 31205 Pacific Hwy Federal Way, WA 98003	Low	Database, Windshield	WA ICR
I-5 to SR 99	Impact Pest Control 31218 Pacific Ste D Federal Way, WA	Low	City Directory	
I-5 to SR 99	All Night Printing (All Night Printery, All Night Printery Inc) 31260 Pacific Hwy S, Ste 10 Federal Way, WA	Low	City Directory	
I-5 to SR 99	Federal Way Shopping Center 31325 Pacific Hwy Federal Way, WA 98003	Low	Database, Windshield	CSCSL NFA, FINDS, ALLSITES
I-5 to SR 99	Federal Way Printing 31413 Pacific Hwy S Federal Way, WA	Low	City Directory	
I-5 to SR 99	Fotomat Photographic Printing and Developing 31415 Pacific Hwy S Federal Way, WA	Low	City Directory	
I-5 to SR 99	Federal Way Car Wash 31458 Pacific Hwy Federal Way, WA 98003	Medium	Database, Windshield	LUST, UST, WA ICR, FINDS, ALLSITES
I-5 to SR 99	Federal Way Cleaners 31601 Pacific Hwy Federal Way, WA 98003	Low	Database, Windshield, City Directory	INACTIVE DRYCLEANERS, RCRA-NonGen, FINDS, ALLSITES
I-5 to SR 99	Happy Maid Cleaners 31607 Pacific Hwy Federal Way, WA 98003	Low	Database, Windshield, City Directory	INACTIVE DRYCLEANERS, RCRA-NonGen, FINDS, ALLSITES
I-5 to SR 99	SeaTac Tire Co 31629 Pacific Hwy Federal Way, WA 98003	Low	Database, Windshield	UST, RCRA-NonGen, FINDS, ALLSITES
I-5 to SR 99	PSPL (PSPL) 31648 Pacific Hwy S Federal Way, WA	Low	City Directory	

TABLE D4.12-2
Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
I-5 to SR 99	Shell Oil Product US Sap 121094 31660 Pacific Hwy Federal Way, WA 98003 (Also listed as Texaco #121094/Shell)	Low	Database, Windshield, City Directory	CSCSL, VCP, UST, ALLSITES, MANIFEST, SPILLS, WA FINANCIAL ASSURANCE, RCRA-NonGen, FINDS
I-5 to SR 99	Qwest - #070212 1900 288th St Federal Way, WA 98003 (Also listed as Qwest Corporation W00212, Qwest - #070212, and US West)	Low	Database, Windshield	CSCSL NFA, UST, WA ICR, FINDS, RCRA-NonGen, ALLSITES, WA Financial Assurance
I-5 to SR 99	Sacajawea Park 1401 Dash Point Road Federal Way, WA	Medium	Aerials, Topos	
I-5 to SR 99	Sun Cleaners 312th St 1400 312th St Federal Way, WA 98003-4718 (Also listed as Cook Investment Bldg) NOTE: Sun Cleaners was identified as a high-risk site based on the potential for significant contamination; however, based on the alignment of alternatives and station options, it is not expected to be impacted by the project.	High	Database, Windshield, City Directory	CSCSL, INACTIVE DRYCLEANERS, RCRA-NonGen, FINDS, ALLSITES
I-5 to SR 99	Federal Way Newspaper 1634 S 312th St Federal Way, WA	Low	City Directory	
I-5 to SR 99	Robinson Printer Company 1640a S 312th St Federal Way, WA	Low	City Directory	
I-5 to SR 99	Federal Way News 1640b S 312th St Federal Way, WA	Low	City Directory	
I-5 to SR 99	Federal Way Waste Bar 26th Ave S & S 311th St Federal Way, WA 98003	Low	Database	RCRA-NonGen, FINDS, ALLSITES
I-5 to SR 99	PSE 31220 28th Ave Federal Way, WA	Low	Database	WA SPILLS
I-5 to SR 99	Federal Way City Maintenance 31130 28th Ave S Federal Way, WA	Low	Database	RCRA-NonGen, FINDS, WA ALLSITES, WA MANIFEST
I-5 to SR 99	2517 316 Ln M 102, Federal Way, WA	Low	Database	WA HIST CDL
I-5 to SR 99	2416 S 315 APT H206, Federal Way, WA	Low	Database	WA HIST CDL, US CDL, US HIST CDL
I-5 to SR 99	Conoco Phillips 2535 S 320th, Federal Way, WA	Medium	Database	WA LUST, WA UST, RCRA-NonGen, FINDS, WA ALLSITES, WA MANIFEST, WA SPILLS, WA ICR, WA FINANCIAL ASSURANCE
I-5 to SR 99	Exxon #7 2510 S 320th, Federal Way, WA	Medium	Database	WA ICR, WA UST, WA ALLSITES, WA CSCSL NFA, WA VCP
I-5 to SR 99	Hampton Inn 31720 Gateway Center Blvd S, Federal Way, 98003	Low	Database	ALLSITES

TABLE D4.12-2

Hazardous Materials Sites Identified in the Study Area for Each Alternative

Alternative	Site Name	Risk Category	Reference Source	EDR (2013) Database Results[a]
I-5 to SR 99	2216 SO 320th St, Federal Way, WA	Low	Database	WA SPILLS
I-5 to SR 99	NW Bldg Corp 2210 So 320th St, Federal Way, WA 98003	Medium	Database	RCRA-NonGen, Finds, WA ALLSITES, WA CSCSL NFA
I-5 to SR 99	Arco 5241 2202 S 320th St, Federal Way, WA	Medium	Database	FINDS
I-5 to SR 99	2132 S 320th Federal Way, WA	Low	Database	WA SPILLS

[a] Environmental Data Resources, Inc. (EDR). 2013. DataMap Area Study, Federal Way, WA 98003, Inquiry Number 3486481.1s. January 3, 2013.

Appendix D6

Reasonably Foreseeable Future Actions

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Appendix D6

Reasonably Foreseeable Future Actions

Table D6-1 lists all known reasonably foreseeable future actions (RFFAs) in the Federal Way Link Extension (FWLE) study area for the purpose of identifying potential cumulative impacts associated with an RFFA in conjunction with a proposed FWLE build alternative. Not all RFFAs are included in the No Build Alternative. The No Build Alternative improvements only consist of funded or committed roadway and transit actions proposed by regional and local agencies, and other projects that are considered likely to be implemented based on approved and committed funding.

TABLE D6-1

Reasonably Foreseeable Future Actions

Map ID	Project Sponsor/ Project Name	Description	Expected Start Date or Status	Identified Environmental Impacts
Transportation Projects				
WSDOT				
1	SR 509: Corridor Completion/ I-5/South Access Road Project	The project includes extending the SR 509 freeway from S 188th Street/12th Place S to a connection with I-5 in the vicinity of S 210th Street; improving I-5 between S 210th and S 310th streets; improving southern access to and from Sea-Tac Airport by a new roadway (the South Access Road); and improving related local traffic circulation patterns.	Record of Decision on project EIS was obtained in 2003. Now combined with Gateway Project (below). Project is not currently programmed for funding.	From *SR 509 Corridor Completion/I-5/South Access Road FEIS*: Noise, Geology/Soils, Water Quality, Wetlands, Land Use, Relocation, Social, Economic, Hazardous Materials, Visual Quality.
2	SR 167, SR 509 and I-5 Puget Sound Gateway Project	3-phase completion of SR 167 and SR 509 corridor modifications/connections to I-5; includes converting the existing I-5 HOV lanes to express toll lanes between I-90 and SR 16.	Construction of Phase 1 scheduled for 2016. Phase 1 includes: - New interchange to and from the east at 54th Ave E. - New signal-controlled intersection at I-5 and SR 167 - New interchange to and from the west at Valley Ave. - New interchange to and from the east at Freeman Road - Complete interchange at SR 161 (Meridian Ave).	Official/documented project-specific impacts not yet determined/unknown.
Sound Transit				
3	S 200th Street Extension	Light rail will be extended south to S 200th Street.	Construction underway and is expected to begin service in 2016.	From *Airport Link Environmental Assessment:* Transportation, Relocation, Utilities, Hazardous Materials.
City of SeaTac				
4	Military Road S: South 176th to South 166th	Widening of Military Road S to provide two general-purpose lanes; a two-way left turn lane; bicycle lanes; curb, gutter, and	Construction Dates: November 2013 through spring 2015.	SEPA Determination of Non-Significance (DNS).

TABLE D6-1

Reasonably Foreseeable Future Actions

Map ID	Project Sponsor/ Project Name	Description	Expected Start Date or Status	Identified Environmental Impacts
		sidewalks; illumination; optimized traffic signalization; and undergrounding of overhead utility lines.		
5	Military Road S at S 200th Street/I-5 Southbound Ramps	Widen I-5 southbound off-ramp to provide for a left turn lane. Reconstruct west leg to provide left-turn, thru, and right-turn lanes. Modify signal to facilitate lane changes.	Construction scheduled to be completed by summer 2015.	Unknown. Documentation on project-specific impacts is not currently available.
6	Connecting 28th/24th Avenue South Project: S 200th St. to S 208th St.	This project will complete the 28th/24th Ave S corridor project between 200th Street and 216th Street by constructing a five-lane arterial section between S 200th St and S 208th St.	Preliminary design and environmental document analysis underway. Construction scheduled to be complete by 2017.	Unknown. Documentation on project-specific impacts is not currently available.
City of Des Moines				
7	Transportation Gateway Project: S 216th Street (from 24th Avenue S to 18th Avenue S)	Widen to provide additional travel lanes between 24th Avenue S to 18th Avenue S. Signal rebuild at 24th Avenue S and S 216th Street.	Construction scheduled to be completed in spring 2014.	SEPA Determination of Non-Significance (DNS).
8	Transportation Gateway Project: 24th Ave S (from S 208th Street to S 216th Street)	Widen to provide additional travel lanes and bike lanes. Rebuild signal at 24th Ave S and S 216th Street.	Construction scheduled to be completed in spring 2015.	SEPA Determination of Non-Significance (DNS).
9	S 216th St (24th Ave S to SR 99)	Widen to provide additional travel lanes.	Construction scheduled to be completed by summer 2015.	SEPA Determination of Non-Significance (DNS).
10	S 224th Street (from Pacific Highway S to 30th Avenue S)	Reconstruct roadway. Enhance traffic signal operations at intersection.	Project is in 20-year TIP; no date set yet for project start.	Unknown. Documentation on project-specific impacts is not currently available.
11	16th Avenue S Improvement Project (S 272nd Street to S 276th Street)	Widen to provide 3-lane roadway and bike lanes. Provide new alignment to Pacific Hwy S.	Construction scheduled to begin in winter 2014.	Unknown. Documentation on project-specific impacts is not currently available.
12	S 268th Street Sidewalks	Install sidewalk on one side of roadway.	Construction to be completed in fall 2016.	SEPA Determination of Non-Significance (DNS).
City of Kent				
13	Military Road S	Widen Military Road from S 272nd Street to Kent-Des Moines Road with center left-turn and bicycle lanes.	Scheduled to be constructed by 2019.	Unknown. Documentation on project-specific impacts is not currently available.
14	Military Road S at Reith Road	Provide exclusive left-turn lanes for all approaches and right-turn lanes for the northbound, southbound, and westbound approaches. Project will provide future bicycle lanes.	Scheduled to be constructed by 2017.	Unknown. Documentation on project-specific impacts is not currently available.

TABLE D6-1

Reasonably Foreseeable Future Actions

Map ID	Project Sponsor/ Project Name	Description	Expected Start Date or Status	Identified Environmental Impacts
15	S 272nd St at Military Road S Intersection	Add a southbound through lane and modify signal phasing.	Scheduled to be constructed by 2019.	Unknown. Documentation on project-specific impacts is not currently available.
16	S 260th Street at Pacific Highway S	Add westbound dual left-turn lanes, add eastbound right-turn pocket. Modify signal phasing.	Scheduled to be constructed by 2017.	Unknown. Documentation on project-specific impacts is not currently available.
City of Federal Way				
17	SR 99 at S 324th St	Intersection improvements including flashing yellow arrow (FYA) signal indications and other signal head improvements.	Scheduled to be constructed by 2017.	Unknown. Documentation on project-specific impacts is not currently available.
18	S 320th St at 20th Ave S	Add second left-turn lanes on the eastbound and southbound approaches.	Under construction; scheduled to be constructed by 2015.	SEPA Determination of Non-Significance (DNS).
19	SR 99 at S 312th St	Add second left-turn lanes on northbound approach.	Scheduled to be constructed by 2017.	Unknown. Documentation on project-specific impacts is not currently available.
20	S 304th St at 28th Ave S	Add northbound right-turn lane and a signal.	Scheduled to be constructed by 2014.	Unknown. Documentation on project-specific impacts is not currently available.
21	S 312th St at 28th Ave S	Add southbound right-turn lane.	Scheduled to be constructed by 2015.	Unknown. Documentation on project-specific impacts is not currently available.
22	SR 99 at S 320th St	Intersection improvements.	Scheduled to be constructed by 2017.	Unknown. Documentation on project-specific impacts is not currently available.
23	S 320th St at 25th Ave S	Install FYA indication on all legs of the intersection and reflective backplates on all signal heads.	Scheduled to be constructed by 2017.	Unknown. Documentation on project-specific impacts is not currently available.
King County				
24	Military Road S	From S 272nd to S 304th widen to 4/5 lanes.	Scheduled to be constructed by 2022.	Unknown. Documentation on project-specific impacts is not currently available.
25	S Star Lake Rd	Construct asphalt/concrete shoulder between Military Rd S and 42nd Ave S.	Scheduled to be constructed by 2022.	Unknown. Documentation on project-specific impacts is not currently available.
Private and Other Public Works Projects				
City of SeaTac				
Public Works Projects				
26	Fire Station #45 Replacement	Fire Station #45 located at 2929 S 200th Street will be replaced with a smaller size station (8,000 square feet [sf] versus 12,600 sf).	Scheduled for near-term construction.	Unknown. Documentation on project-specific impacts is not currently available.
Private Development Projects				
27	Hyatt Place	150 rooms and 3,500 sf of meeting space.	In design. Scheduled to open in early 2016.	SEPA Determination of Non-Significance (DNS).

TABLE D6-1

Reasonably Foreseeable Future Actions

Map ID	Project Sponsor/ Project Name	Description	Expected Start Date or Status	Identified Environmental Impacts
	(to be located on east side of International Blvd at 195th Ave, adjacent to Angle Lake Park)			
City of Des Moines				
Public Works Projects				
28	Parkside Park & Playground Repair & Replacement	Improvements include site grading to improve site access, sightlines, safety, and security as identified in the 2010 Parks Master Plan. Play equipment and sports court would be relocated in more visible location.	Scheduled to be constructed by 2014.	Unknown. Documentation on project-specific impacts is not currently available.
29	Midway Park Expansion	Land acquisition to expand park to the west and improvements as identified in the Parks, Recreation and Senior Services Master Plan (Pacific Ridge Prototype Park): park lighting, pathway improvements, picnicking, play area, and parking.	Scheduled to be constructed by 2019.	Unknown. Documentation on project-specific impacts is not currently available.
Not on map	South Des Moines Park Acquisition	Acquisition of land for the purpose of developing a community park to serve greater Des Moines and the South Des Moines, Zenith, Woodmont West, Woodmont East, and Redondo planning areas.	Scheduled to be constructed by 2019.	Unknown. Documentation on project-specific impacts is not currently available.
Private Development Projects				
30	JC Marble Expo (located at 25447 Pacific Highway S); parcel 2122049142	New 9,940-sf warehouse south of existing building on property development.	Building permit issued, construction not yet begun.	Exempt from SEPA (<10,000 sf).
31	Waterview Crossing (located on SR 99 in Pacific Ridge Neighborhood)	High-density mixed-use development of 1,600 units.	No development proposal at this time.	SEPA Planned Action for Pacific Ridge.
32	Highline College	Replacement and renovation of campus buildings.	10-year capital implementation plan (2013-2023).	Unknown. Documentation on project-specific impacts is not currently available.
33	Artemis Hotel (located at 22406 Pacific Highway S)	Proposed four star hotel complex, hospitality, and entertainment facility. The 7-story building will include 225 guest rooms, a restaurant, casino, and banquet facilities.	Under construction.	SEPA Planned Action for Pacific Ridge.
34	Des Moines Creek Business Park (located just west of SR 99 on 24th Avenue S between	87-acre business park; 2 million sf of flexible-use, manufacturing, office, distribution, and industrial business park buildings.	Clearing and grading began 7/14. Construction for Phase 1 scheduled for spring 2015.	EIS being conducted.

TABLE D6-1

Reasonably Foreseeable Future Actions

Map ID	Project Sponsor/ Project Name	Description	Expected Start Date or Status	Identified Environmental Impacts
	S 208th Street and S 216th Street)			
35	Sea Mar Community Health Center (located at 24215 Pacific Highway S)	Multi-building project will include a 16,340-sf medical office building and 43,064-sf mixed-income multi-family residential building. 12,000 sf of medical office space and 43 multi-family units.	Under construction.	SEPA Determination of Non-Significance (DNS).
36	Landmarque (development parcel located at 26285 Pacific Highway S)	69-lot subdivision, within the RA-3600 zone, includes single-family, duplex, triplex, and four-plex residential units and an 0.86-acre tract for a park and underground detention vault.	Project buildout nearing completion.	SEPA Mitigated Determination of Non-Significance (MDNS).
37	Deriugin Subdivision (located between 279th and 284th at approximately 13th Ave S); parcels 3222049010, 3222049034	Single-family residential subdivision, 27 homes.	No applications submitted yet, in discussions with City.	Unknown. Documentation on project-specific impacts is not currently available.
38	Pacific Heights (located west of SR 99 between S 279th and S 282nd, access off of S 279th); parcel 3222049009	Single-family residential subdivision, 77 homes.	Preliminary plat approval.	SEPA Mitigated Determination of Non-Significance (MDNS).
City of Kent				
Private Development Projects				
39	Grandview Apartments; NW corner of Veterans Drive and Riverview Blvd South; parcels 1522049172, 1522049065, 1522049173	253-unit multi-family affordable housing development.	Pre-development process; construction scheduled to begin in summer 2014.	SEPA checklist has been submitted by project proponent; traffic, noise.
40	Gadini Site Restoration Grade & Fill (26430 Pacific Hwy S Kent, WA 98032)	Removal of fill material and wetland restoration to correct a wetland code violation. A 9,543-sf asphalt parking lot will be constructed on the west side of the site with associated landscaping; to be used as a used car sales lot.	Civil permit still under review.	Environmental consultation done by City; project deemed exempt from SEPA.
41	Choi Warehouse (26606 Pacific Hwy S, Kent, WA 98032)	Construct new 6,000-sf commercial building with associated parking & landscaping.	Civil permit still under review. Building permit not yet submitted.	SEPA Optional Determination of Non-Significance (ODNS).
42	Saltwater Heights Lot 35 2508 S 270 St Kent, WA 98032	4-lot residential short plat.	Preliminary approval granted.	SEPA Mitigated Determination of Non-Significance (MDNS).

TABLE D6-1

Reasonably Foreseeable Future Actions

Map ID	Project Sponsor/ Project Name	Description	Expected Start Date or Status	Identified Environmental Impacts
43	26524 Pacific Highway South; parcel 2822049063	6,000 – 7,000-sf commercial/warehouse building constructed in two phases.	Pre-development process.	Unknown. Documentation on project-specific impacts is not currently available.
City of Federal Way				
Public Works Projects				
44	Federal Way Performing Arts and Conference Center; northeast corner of S 316th Street and 20th Avenue S	41,000-sf building multipurpose venue: 700-seat theater, 8,000 sf of conference facilities, 125-room hotel.	Construction to take place 2014-2017.	Unknown. Documentation on project-specific impacts is not currently available.
Private Development Projects				
45	PAC Plaza Located on west side of Pacific Highway S at intersection with S 276th Street.	5,850-sf retail building and a 450-sf. drive-thru coffee stand.	Land use permit applications anticipated.	SEPA Optional Determination of Non-Significance (ODNS).
46	Highpoint Located on S 320th Street north of 11th Place S	300 apartment units. 20,000 sf of retail.	Building permit review.	SEPA Determination of Non-Significance (DNS).
47	Ulta Cosmetics Located at 1800 S 320th Street	10,000 sf of retail.	Under construction.	Unknown. Documentation on project-specific impacts is not currently available.
48	Cottage at Redondo Located on 18th Avenue S near 296th Street	8 single-family units.	Land use permit applications anticipated	Unknown. Documentation on project-specific impacts is not currently available.
49	Riviera Office Building Located on north side of S 304th Street between 15th Avenue S and 16th Avenue S	19,960-sf office building.	Land use permit applications anticipated.	Unknown. Documentation on project-specific impacts is not currently available.
50	South Fork Federal Way Townhomes Located on east side of 28th Avenue S between S 317th Street and S 312th Street (approximately 700 feet north of S 317th Street across from Steel Lake Park).	29 multi-family units.	Land use permit applications anticipated.	Unknown. Documentation on project-specific impacts is not currently available.
51	Celebration Square Building 32073 Pacific Highway S, Federal Way, WA	Expansion of Celebration Center: new arcade, additional tenant space, & a covered walkway.	Under construction.	SEPA Optional Determination of Non-Significance (ODNS).

TABLE D6-1

Reasonably Foreseeable Future Actions

Map ID	Project Sponsor/ Project Name	Description	Expected Start Date or Status	Identified Environmental Impacts
52	Celebration Senior Housing 32723 Pacific Highway S, Federal Way, WA	380-unit senior housing project.	City reviewing land use and building permit applications.	SEPA Optional Determination of Non-Significance (ODNS).
53	Steel Lake subdivision Located in the 2000 block of 304th Street S	13-lot subdivision.	City reviewing land use application.	Unknown. Documentation on project-specific impacts is not currently available.
King County				
Private Development Projects				
54	Star Lake Property parcels 3322049005, 3322049130, 3322049181	28 lots on 5.7 acres zoned R-6.	Preliminary Plat Intake Completed.	Unknown. Documentation on project-specific impacts is not currently available.
55	Sedona Ridge Subdivision parcels 5515600120, 5515600121, 5515600125, 5515600127, 5515600150	76 lots (single-family residential).	County reviewing land use application.	SEPA Determination of Non-Significance (DNS).
56	Hibbford Glen parcels 7967600015, 7967600015, 7967600016	22 single-family detached residential lots in the R-4 zone.	County has recommended approval of land use application.	Unknown. Documentation on project-specific impacts is not currently available.

FYA = flashing yellow arrow; sf = square feet

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