



APPENDIX E

Scoping Comments from Businesses, Commissions, and Community Groups

Appendix E. Scoping Comments from Businesses, Commissions, and Community Groups

EMAIL COMMENTS AND COMMENT FORMS

Date Received

04/17/2019

Source

Email

Communication

Dear Sir,

Per instructions from Wilbert below, I am providing comments regarding my concerns with the various rail options.

My property is 4420-4500 Pacific Hwy E, Fife, WA and fronts onto Pacific Hwy E. From what I can see in the maps of the various routes, all but one would pass through or very near where the property is located. All the businesses at this property are retail-focused and many our restaurants that depend on heavily drive-by traffic. A construction project of this size and disruption could cause an significant adverse disruption to the normal flow of these business or block their businesses entirely. (Looking at the route map, the Reservation has housing between us and I-5, this would mean that the rails might go completely over our property, if they are on the south side of Pacific Hwy.)

We are not objecting to the improvements, and we do believe that every area must continue to improve its infrastructure. We would like to know that any harm caused to us or our tenants is part of the cost of installing that infrastructure. Thus, we would like to know exactly where the various route options would be installed and how impacts to us and our tenants would be mitigated.

Thank you,

Brett
Manager
Fife Pacific Plaza

Date Received

04/25/2019

Source

Email

Communication

To whom it may concern,

The Sound Transit planners recently hosted an open house event which showcased a possible route for the sound transit light rail system. While it looks fine for the most part, we did notice that the tracks cut partly through the property of Ellenos Yogurt. <https://ellenos.com/about> This is a major concern due to the trucks that need to maneuver in and out of the bays for deliveries. It also presents a problem for fire access to the property.

Please consider modifying the track positioning along side Ellenos so that the building can still operate freight operations and that fire vehicles can properly access the property. Thank you!

Steve Causseaux
Cell: 253-534-5667
Office: 253-845-4050
Fax: 253-770-9819

Date Received

05/01/2019

Source

Online open house

Communication

i am writing since I am a business owner (X3) i the Dome District and property owner. We want the link to come down 25th street next to the trestle and terminate on 25th and G. It can then connect via overpass or in ground. We want its future building to go underground. I want to remind the Sound Transit board of its mission of having Development around transit not ruining the neighborhood so there can be density. We have come up with good alternatives, see notes from the Dome District Development Group Thanks Daivd

Date Received

05/02/2019

Source

Comment form

Communication

1401 is a historical business in our community for over 50 years, called Valley Forge Repair Center and now is Mcleans Auto Repair. It would be a shame to have this business removed from is location as it is deeply respected by the community. Many other businesses will also be affected as well if we dont choose (route 3A), therefore I choose (route 3A) as the best alternative for our community. Sincerely, William J. McLean, owner.

fife1-1, Fife 3-5, Fife 4-1, SR99-1, I5-5

COMMENT LETTERS

Scoping comment letters were received from 12 businesses, 3 commissions, and 10 community advocacy groups. Letters are included in the following order:

Businesses

- Barbara Causseaux (Ellenos Yogurt)
- McCarthy & Causseaux (Ellenos Yogurt)
- Harsch Investment Properties (Fife Business Park)
- Hynes Developments (Belmor Park and Gold Club)
- Leibsohn Wallin Management (Pacific Willows Center)
- McCullough Hill Leary, PS (the Commons at Federal Way)
- Pick-Quick Drive In
- Poulsbo RV of Fife
- Target Corporation
- McDonald's Real Estate Company
- Willie Cho (McDonald's Restaurant, South Federal Way)
- Willie Cho (McDonald's Restaurant, Fife)

Commissions

- City of Tacoma Office of Sustainability
- City of Tacoma Planning Commission
- City of Tacoma Transportation Commission

Community Groups

- Dome Business District
- Downtown On the Go
- Foss Waterway Development Authority
- Futurewise
- Historic Tacoma
- New Tacoma Neighborhood Council
- Puyallup Watershed Initiative Active Transportation Community of Interest
- Transportation Choices Coalition
- Archdiocese of Seattle
- St. Paul Chong Hasang Parish

May 1, 2019

We appreciate the opportunity to comment on the location of the light rail tracks near the Ellenos building located at 34114-21st Avenue in Federal Way.

We ask that you consider the effects of your tracks on fire access, Hylebos Creek, and truck traffic around the building. Trucks need to load and unload as well as enter and exit the property without interference for the business to operate efficiently. It is imperative that the light rail tracks avoid the Ellenos property entirely so as not to interfere with their business, truck traffic around the building, truck bays, and the fire lane behind the building.

Thank you so much for your consideration in this manner.

Barbara Causseaux

One of five owners of said building.

902 South 10th Street
Tacoma, WA 98405

p: 253 272 2206
f: 253 272 6439

TO: Sound Transit

FROM: Stephen K. Causseaux, Jr.

RE: **Scoping for Tacoma Dome Link Extension Light Rail Routes**

DATE: April 30, 2019

I am the president of the corporation that manages the Ellenos Yogurt building at 34114-21st Avenue, within the City of Federal Way. During the open house at the Federal Way Performing Arts and Events Center on April 23, 2019, I learned that one of the light rail track routes could possibly extend across the southeastern portion of the Ellenos parcel. The extension would not impact the building, but would impact truck parking and maneuvering areas on the eastern and southern sides of the building.

The building owners very strongly request that you locate the tracks adjacent to Interstate 5 within WSDOT right-of-way and elevate them above Hylebos Creek and its wetlands. The owners also strongly request that you not impact the Ellenos parcel at all. The buildings truck bays are located on the east side of the building which necessitates truck maneuvering areas in the eastern and southern portions of the parcel. If the tracks cross the parcel it could make the truck bays unusable. Attempting a relocation of the truck bays would be impossible due to the significant food processing improvements within the building and its internal layout. Furthermore, the fire department must have access around the perimeter of the building and tracks could interfere therewith.

Once again, please again do not cross any portion of the Ellenos parcel with light rail tracks.

Very truly yours,



Stephen K. Causseaux, Jr.



April 23, 2019

VIA E-MAIL: TDLEscoping@soundtransit.org

Sound Transit

Ms. Elma Borbe, Environmental Specialist

401 South Jackson Street

Seattle, Washington 98104

Re: Response to Request for Comments on Scope – Tacoma Dome Link Extension

Dear Ms. Borbe:

Thank you for providing us with this opportunity to participate in the scoping activities in connection with the Tacoma Dome Link Extension ("TDLE") Project. Harsch Investment Properties is a family-held real estate investment company based in Portland, Oregon. We proudly own and operate 13 properties in the state of Washington representing approximately 2.1 million square feet of rentable space (as well as over 130 more projects in Oregon, California, Nevada, Arizona and Utah). In the primary impacted area of the proposed TDLE, we are the longtime owner of the Fife Business Park located at 5003 Pacific Highway East, Fife, Washington ("FBP"). We understand that the requested public comments at this time are to be limited to reflections on the Draft Purpose and Need for the Project, as well as on the potential EIS Alternatives. Therefore, this letter will be limited to those specific matters and we reserve the right to provide further comments as the Project continues.

We have owned FBP since 2004 and are honored that more than 132 tenants are currently located at the project and call it home. These tenants operate businesses that employ a large number of local citizens and add economic energy to the area, as well as provide vital services to the community. As a long-term holder of property, we have invested more than \$15,000,000.00 in FBP to both maintain and enhance the project.

As to the Draft Purpose and Need Statement, we generally concur with Sound Transit's stated needs and endorse its goal of improving regional mobility. However, any of the EIS Alternatives chosen should give deference to existing developments and infrastructure in the region to ensure an Alternative is not chosen at the expense of these established and efficient properties. In addition, we have studied the Level 2 Alternatives Evaluation Report (as well as other materials provided by Sound Transit) and at this time, if the No Build Alternative is not selected, we urge Sound Transit to choose a route that is more aligned with I-5 rather than the one that will materially and negatively impact existing properties and businesses, such as FBP. Specifically, we favor the Fife 4A or Fife 3A Alternatives. The other Alternatives will negatively impact FBP, our tenants and members of the entire community. There are many factors that make the SR 99 focused Alternatives troublesome including the likelihood of reduced

and/or obstructed accessibility, as well as ingress and egress to FBP. More likely than not, if the SR 99 Alternatives are adopted, FBP will thereafter have significantly more vacancy and tenants will pull out of the market and look to more attractive projects with better visibility and accessibility. It is well settled that even a strong location with moderate visibility and without immediate access can render a site undesirable for tenants, employees and potential customers.

We also request that Sound Transit use land acquisition costs, adjusted for future inflation and likely appreciation, as part of its EIS scope. Acquiring sizable real estate along SR 99 will add significantly to the overall Project cost and should be closely evaluated as a Project metric.

We are committed to the mobility of the Puget Sound Region as Sound Transit improves the transportation options available to the community. Placing the TDLE along the SR 99 alternative routes will be disruptive to the citizens and businesses of Fife and erode the economic base that small businesses currently provide. We look forward to working with Sound Transit as this Project goes forward and offer our deep commercial real estate knowledge and experience. If you would like any additional information, please do not hesitate to contact me.

Very truly yours,

HARSCH INVESTMENT PROPERTIES



Jordan D. Schnitzer
President

cc: First Class Mail



Hynes Developments
210 - 1571 Bellevue Avenue
West Vancouver, B.C., Canada V7V 1A6
☎ 604-730-1570
hynesdevelopments.com

Sound Transit
410 S Jackson Street,
Seattle, WA 98104
USA

May 1, 2019

Hynes Developments owns the Belmor Park and Golf Club immediately south of the Commons Mall in Federal Way. We are currently rezoning the site to Central City Core. The application is focused on mixed use development and represents a significant potential increase in urban density and population. The proposal is based on locating a Link station directly on the site, and we see this as a requirement to support the proposed density and form of development.

The accompanying tables and drawings outline the possible configurations of density and use on the site. The overall assumed floor space ratio is in the range of 7. This assumption provides approximately 20,000,000 ft² of development area. The inclusion of roads and green space will substantially increase local density, requiring several towers ranging between 40 and 50 floors, along with a variety of other large structures to accompany street level design and open areas.

The proposed density of the Belmor lands requires a high degree of integration between modes of transit and overall site design. In a previous submission we presented a notional station design integrated into a high-rise tower. We see this as the beginning of a cooperative approach to rail routing and urban integration and we see the station location as a magnet to attract urbanites who actively prefer public transit.

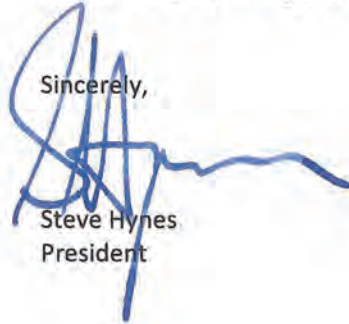
The route through the middle of the Belmor lands is to our understanding the most direct approach to the I-5 alignment. It also provides the greatest potential close catchment to a Link station on the site. These significant advantages are offset by a traditional approach to track alignment and set back, which would create a void of shadowed roadway through the site. We propose to offset roadways and rail and create a rail route that runs across streets and through structures, as illustrated in the included drawings. This will reduce street level shadowing and better support building alignments required for the proposed overall site density. We believe it will also provide an enhanced sense of connection between transit and community and are excited to explore the opportunities these alignments would create.

The balance between residential and commercial development is an important issue, and we are working with the City of Federal Way to find appropriate commercial operations to provide large scale employment to the area. The development of the Weyerhaeuser campus is an important adjunct to the Belmor proposal, supporting office development with closely located industrial and distribution opportunities. We anticipate commercial use in the range of 3,000,000 ft², with an additional 300,000 ft² in institutional and public uses. The balance would be in various forms of residential accommodation, yielding between 16,000 and 17,000 units.

An important aspect of our proposal is that parking will be underground and provided at the lowest feasible level for commercial and residential use. Parking will be disassociated from residential units and residents will need to rent the parking they require from a common pool. There will be no park and ride facilities provided.

We believe that the opportunity to integrate the Tacoma Dome Link Extension with the expansion of the Federal Way Central City Core on the Belmor lands is a generational opportunity to provide large scale environmentally conscious development on a near greenfield site under unified ownership. We look forward to a close working relationship with Sound Transit and the development of a plan that optimizes transit use and routing and meets our density requirements.







Sincerely,

A handwritten signature in blue ink, appearing to read "Steve Hynes", with a long horizontal flourish extending to the right.

Steve Hynes
President

FEDERAL WAY - EVERGREEN TRANSIT-ORIENTED DEVELOPMENT PROPOSAL

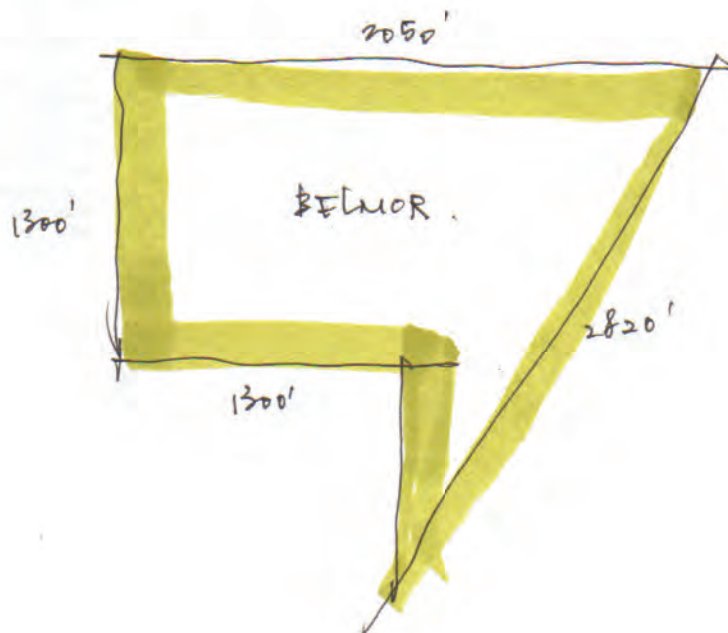


-  New Greenway along existing electrical R.O.W.
-  Existing Green Spaces
-  Evergreen District High Density Residential Developments
-  Evergreen District Transit-Oriented High Density Mixed-Use Developments
-  Elevated Transit Rail & Station
-  Existing electrical R.O.W. to be buried underground

- SITE CAPACITY -

FEDERAL WAY EVERGREEN PROJECT

DENSITY CALC.

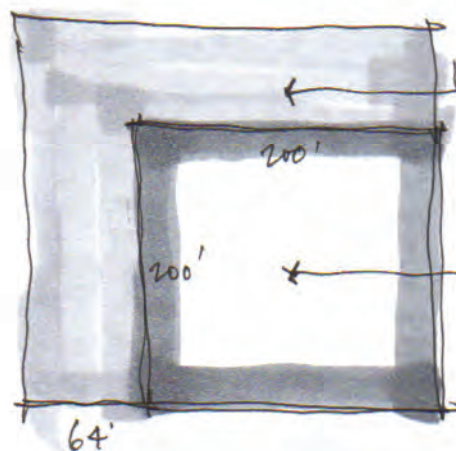


SITE AREA = 62 acres.

2,691,000 s.f.

TARGET UNITS = 20,000

TYPICAL CITY BLOCK MODULE (MODEL OUT OF DOWNTOWN PORTLAND)



STREET = 29,696 s.f.
(43%)

BUILDABLE SITE
= 40,000 s.f.
(57%)

TOTAL = 69,696 s.f. PER BLOCK.

$$\begin{aligned} \text{NO. OF BLOCKS WITH BELMOR PRECINCT} &= \frac{2,691,000 \text{ s.f.}}{69,696 \text{ s.f.}} \\ &= \underline{\underline{39 \text{ BLOCKS}}} \end{aligned}$$

$$\therefore \text{AVG. UNITS PER BLOCK} = \underline{\underline{513 \text{ UNITS}}}$$

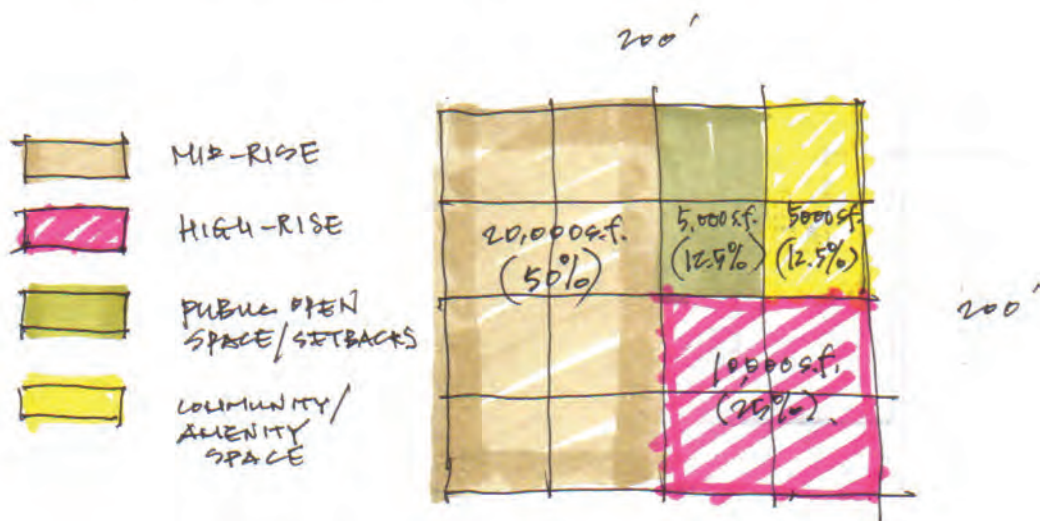
TOTAL NO. OF CITY BLOCKS = 39 BLOCKS.

A 30 BLOCKS (75%)

B 9 BLOCKS (25%)

4 STOREY APARTMENTS +
a 20-40 HIGHRISES.

6 STOREY APARTMENTS +
a 40-60 HIGHRISES.



| BLOCK TYPE | BLOCK TYPE | BLOCK FOOTPRINT | G.F. A. | AVG. UNIT AREA (EFF. INCL.) | NO. OF UNIT PER BLOCK | NO. OF BLOCKS | TOTAL NO. OF UNITS |
|------------|--------------------|-----------------|-----------------|-----------------------------|-----------------------|---------------|--------------------|
| A | 4 STOREY APARTMENT | 20,000 sq. ft. | 80,000 sq. ft. | 1,000 sq. ft. | 180 UNITS | 30 | 2,400 |
| | 20 STOREY HIGHRISE | 10,000 sq. ft. | 300,000 sq. ft. | 1,000 sq. ft. | 300 UNITS | 30 | 9,000 |
| B | 6 STOREY APARTMENT | 20,000 sq. ft. | 120,000 sq. ft. | 750 sq. ft. | 160 UNITS | 9 | 1,440 |
| | 60 STOREY HIGHRISE | 10,000 sq. ft. | 600,000 sq. ft. | 750 sq. ft. | 800 UNITS | 9 | 7,200 |
| | | | | | | | 20,040 UNITS |

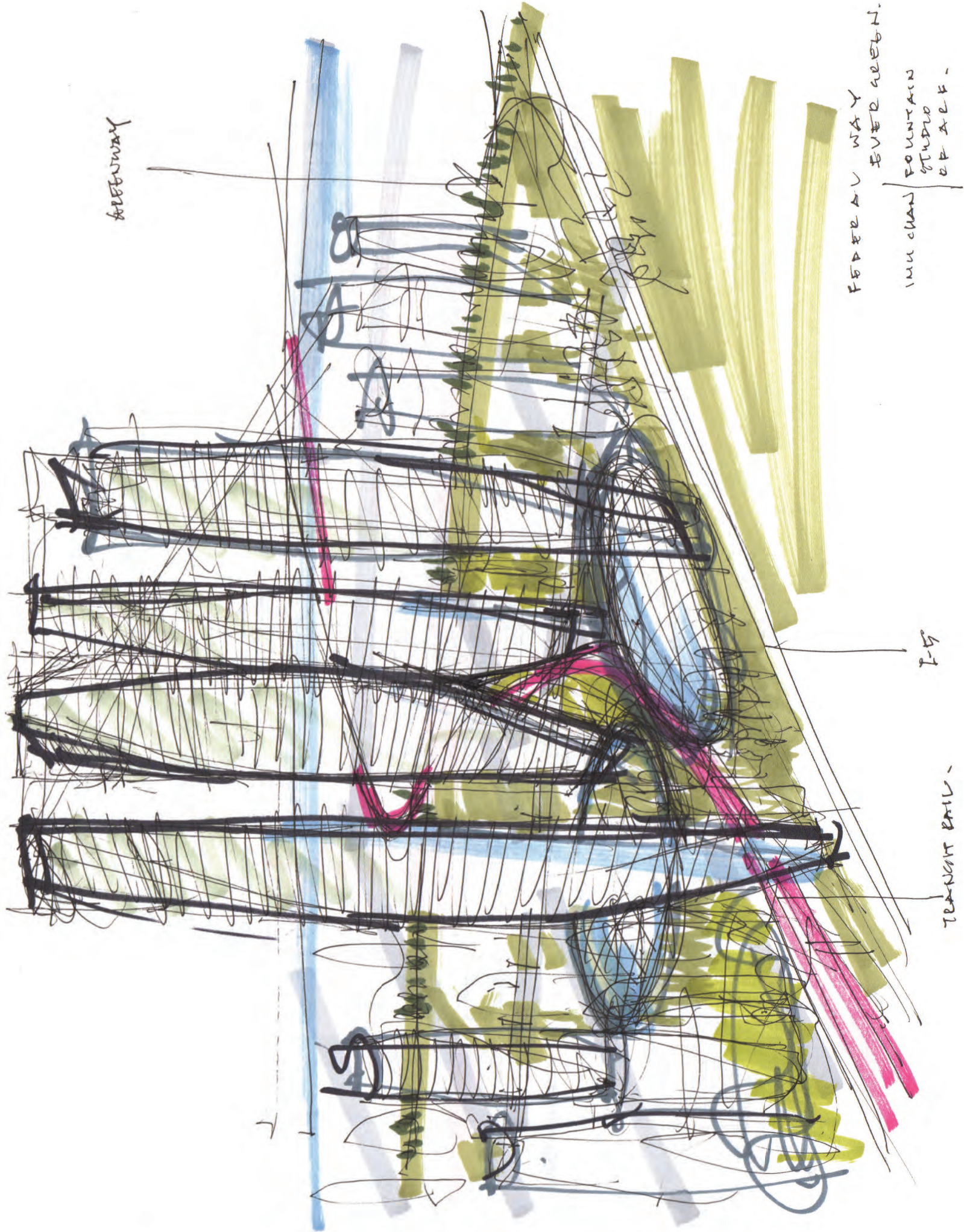
ALLEYWAY

FEDERAL WAY
EVERGREEN.

INCHMAN
FOUNTAIN
STUDIO
OF ART.

I-5

TRANSIT RAIL-



THE COMMONS.

PROPOSED
TRANSCIT
RATON
ALIGNMENT

VAND BEEKS
OVER I-5

WATER HIGH DENSITY
T.O.P. OVER STATION
AIRSPACE

HIGH DENSITY
RESIDENTIAL
DEVELOPMENT.

WEYERHAEUSER
TECHNOLOGY CENTER

PEREGRINE WAY
EVERGREEN
IMMUNO
FOUNTAIN
STATION
OPARK

EXISTING
FOREST.

TO CELEBRATION
PARK.

PEREGRINE WAY S.

S 330 ST.

20 AVE. S.

13 AVE. S.

ENTER STATION

April 30, 2019

Sound Transit
Attn: Elma Borbe
401 S. Jackson Street
Seattle, WA 98104

Re: Fife Route Alternatives
Tacoma Down Link Extension

Dear Sound Transit:

We are the property management company for the Pacific Willows Center on behalf of Fife Property, LLC. This is a retail center located at 4670 – 4756 Pacific Highway East, Fife, Washington, with tenants that include Starbucks, Jersey Mike's Subs, Jiffy Lube, and Pizza Hut.

We have reviewed the several alternative proposed routes through the City of Fife. The proposed routes either travel along the south side of Pacific Highway East (on an elevated track), or along the north side of the Interstate 5 corridor into Tacoma. ***We are strongly against any proposal that takes the light rail down the south side of Pacific Highway East.***

Our two retail buildings, along with most of all the other retail properties on the south side of the Pacific Highway East, are located approximately 60 feet or less from the existing Right of Way boundary. This area primarily consists of a parking lot, which is barely large enough to serve the needs of the existing tenants. Parking stalls, and ease of access to them, are essential to the financial success of retail tenants. No parking means no customers! Any reduction of the number of parking stalls will cause the businesses to fail and close.

We have been told by Sound Transit that the typical width of a Temporary Construction Easement in a raised track segment is 60 feet, and the permanent maintenance easement will be 40 feet when complete. That will result in a total, or almost total, loss of parking at the property, during the construction period along with decreased visibility to storefront signage, and increased difficulty in accessing the property (if any), all of which will force the tenants to close their businesses. Further, that would place the columns of the tracks, when complete, in the middle of the parking lot drive isles. That means Sound Transit will effectively "shut down" the income stream of the property, which will require it to either reimburse the property owners for this loss of income or acquire their property.

This situation will be the same with most of the other retail properties on the south side of Pacific Highway East. Causing a significant number of companies to go out of business is not good for the community and will negatively impact the other businesses in that corridor due to the reduction in retail customers who would have otherwise shopped at the closed stores. The customer that travels to the cell phone store to pick up a new phone also decides to pick up food

at the local restaurant or do other shopping. This will decrease the number of shoppers available for the remaining businesses which will reduce their revenues.

Even if the retailers and service providers were able to survive the 4 to 5-year construction period, after the project is complete the properties will have a large elevated train track running in front of their stores, with columns in their parking lots. This will continue to cause decreased visibility to their signage and result in access issues to their properties. It will certainly make the properties less desirable to retailers (causing lower rents which will negatively impact property values) and make it harder for landlords to fill vacant space.

We strongly urge Sound Transit to locate its tracks through Fife along the Interstate 5 corridor.

Please let me know if you have any questions.

Sincerely,

Leibsohn Wallin Management



Thomas Wallin, CCIM, CPM, RPA
President

cc: Fife Property, LLC

McCULLOUGH HILL LEARY, PS

May 1, 2019

VIA Electronic Mail

Board of Directors
Sound Transit
401 S. Jackson St.
Seattle, WA 98104
Email: TDLEScoping@soundtransit.org

Re: ST3 – Alternatives Development for Tacoma Dome Link Extension – South Federal Way

Dear Board Administrator:

On behalf of MGP XI Commons FW, LLC (“Merlone Geier”), thank you for the opportunity to comment on alignment alternatives for the Sound Transit ST3 light rail extension between Federal Way and Tacoma.

Merlone Geier owns the Commons at Federal Way commercial development, which is located at 1928 South Commons (“Property”). The Property is located south of the planned Federal Way Transit Center Station. The ST2 Tail Track will be located on the Property, and the northernmost portion of the ST3 Tacoma Dome Link Extension (“Extension”) will be constructed on the Property.

The March 2019 Level 2 Alternatives Evaluation Report (“Report”) indicates that Sound Transit is still considering two alignment options for the northernmost portion of the Extension: (1) an alignment that turns west and traces the south boundary of the Property along a Bonneville Power Administration (“BPA”) Major Line easement before heading south along SR 99 (the “West Alignment”) and (2) an alignment that turns east and exits the southeastern corner of the Property toward I-5 (the “East Alignment”). Two of the alternatives described in the Report, SF 4A and SF 4B, would utilize the West Alignment. The other seven alternatives – SF 2 West, SF 2 East, SF 3, SF 4C, SF 4D, SF 8, and SF 9 – would utilize the East Alignment.

We support any of the seven proposed alternatives that would utilize the East Alignment, because the East Alignment would direct the bulk of the elevated track infrastructure towards I-5 and thereby avoid extensive, negative impacts to the Property, its 60+ commercial tenants, and its thousands of daily visitors. By contrast, the West Alignment would require the installation of large, bulky infrastructure elements along a major access road for the Property, posing significantly more disruption to business operations. We therefore oppose the two alternatives that would utilize the West Alignment.

As the Report recognizes, the East Alignment is preferable for many reasons in addition to its reduced potential for disruption to the Property. The analysis at pages 5-1 through 5-5 of the Report conclusively demonstrates that SF 4A and 4B (the two alternatives that would utilize the West Alignment) have fewer upsides and more downsides than other alternatives. The Report deems these alternatives superior to other options in only two categories. First, “SF 4A . . . would have the fewest impacts to streams, stream crossings, and vegetated areas.” Report, p. 5-2. Second, although SF 4A and 4B “have some of the highest numbers of total displacements of known low-income residential buildings.” *Id.* Although these are important considerations, they do not outweigh the many other criteria on which other alternatives are equivalent or better, as shown most clearly in the table at Exhibit 5-1:

- SF 4A and 4B pose the greatest potential construction challenges, would require the greatest number of acquisitions, and affect the highest number of parcels with major economic activity generators.
- SF 4B is the most expensive alternative by \$200 million. SF 4A is tied with one other alternative for the second most expensive. Among other considerations, the East Alignment would avoid the potential for costly disruptions of BPA power line infrastructure.
- SF 4A would result in the highest estimated number of potential residential displacements and is tied with SF 4B for the highest number of potential business displacements. SF 4B is tied with one other alternative for the second highest number of residential displacements.
- SF 4A or SF 4B would each potentially impact nearly twice as many historic resources as any other alternatives.
- SF 4A and 4B are tied with 4C and 4D with regard to relative ridership, likelihood of transit-oriented development, presence of necessary amenities, and proximity to other transit facilities and services.

Although the East Alignment is preferable, either alignment could pose significant issues for the Property and its tenants. As the Extension moves forward, both design choices and the construction process must prioritize avoiding disruption to property rights and business operations in this area. In particular:

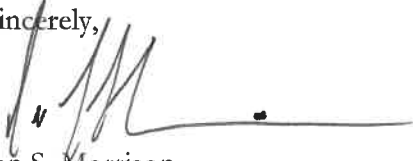
- Access to and traffic flow on 23rd Avenue South must not be disrupted, as this would prevent trucks from accessing the loading area behind Target.
- The Extension cannot displace parking on the Property, as the number of stalls has been carefully set to comply both with code requirements and with multiple leases and other governing legal documents.
- The south side of the Property includes four large structures that support the BPA power lines. The Extension must not require these power lines to be raised, as that would require larger supporting infrastructure that would encroach further on the Property.
- Merlone Geier owns King County Parcel #7622400020, which is located across the street from the Property, to the southeast of the intersection of 23rd Avenue South and South 322nd Street, and is currently undeveloped. The design of the Extension must not constrain potential development on this parcel.

- In addition to the BPA power lines, the south and east sides of the property contain a significant amount of utility infrastructure, as well as a web of accompanying easements. Any potential physical or legal conflicts posed by the Extension must be resolved before an alternative is selected.

Merlone Geier looks forward to completion of the Extension and eagerly anticipates the economic, environmental, and quality of life benefits that this will bring to Federal Way. We appreciate the chance to explain why the East Alignment will facilitate these benefits and further the underlying goals of this project.

Thank you for your work and for considering our views.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Ian S. Morrison', followed by a horizontal line.

Ian S. Morrison

cc: Client



April 29, 2019

Sound Transit
Elma Borbe
401 Jackson St.
Seattle, WA 98104

Dear Ms. Borbe,

My name is Dan Nelson and I am sending this letter to you on behalf of myself and my partners Joe and Greg Burgi. Joe is my father-in law and Greg my brother-in law. Together we own and operate Pick-Quick Drive in located at 430 Pacific Highway East in Fife.

First, a little about Pick-Quick Drive In. This business was founded in 1949 in the exact same location as we operate it in today. With the evolution of the City of Fife from a "Mayberry" type city into the 1970's evolving into what the city is now Pick-Quick has withstood the competition of the chain fast food stores and remained an anchor of the City of Fife. We support local school and law enforcement events with great pride.

We are a family operation. Our family is the 3rd owner of Pick-Quick, owning it since 1980. The 2 previous owners were family friends. We have proudly hosted tens of thousands of guests during our stewardship of this business,

Pick-Quick is very well known. In the October 1, 2010 issue of the USA Today newspaper chose 50 best burger joints in the US, Pick-Quick was chosen to represent Washington State. That article drew many guests from different parts of the country including one couple who were on a quest to visit as many of the 50 as possible! Among our recent guest were Wilbert Santos and Sagar Ramachandra of Sound Transit.

We proudly employ local high school and college students and are delighted when they come back to see us with stories of their successes and fond recollections of summers working at Pick-Quick. This alumni includes my mother in law in the 1950's, my wife, my sister and my daughter.

Here is a guest review of Pick-Quick recently:

"My review is limited to two menu items - fries and milkshakes. Both, superb! The fries are "old school". Hand cut and just the right amount of grease. The servings are very generous. What makes them extra special to me is they are Five Guys style before there were five guys were even a twinkle in their dad's eyes.

Now, about the service and ambiance. This is a family run burger stand and in a classic building. It screams 1950's. Wonderful!!! The place is immaculate and the grounds where you can enjoy your meal are a park-like setting. I wish my summer flowers looked so nice!

In short, the food is great but, to me, the whole experience even better. You will never get that experience artificially replaced at any franchise!!

That review is exactly what we have strived for during the 39 years that we have owned Pick-Quick. More noteworthy is that Pick-Quick is celebrating it's 70th anniversary this year. Hundreds of times a year I have guests tell me about their memories of our place and how they have shared it with generations of their families. Some make it a must to stop on trips from many parts of our state and Canada.

Joe, Greg and my families are all lifelong residents of the Fife area and we support many of the businesses along Pacific Highway East where one of the 2 remaining rail routes are being considered. We shop at Starbucks, Jiffy Lube, Subway, the Gull gas station next to us, Grainger, VanCours's Auto Detail, NAPA Auto Parts to name just a few. All of these businesses and dozens of others will be affected if the light rail route adjacent to Pacific Hwy. E. is chosen. Most of us have already felt the impact of the Puyallup River/SR99 bridge construction closure since May 21, 2018 in terms of decreased business.

Specific to Pick-Quick Drive In, a 60 foot construction easement and a 40 foot permanent easement will result in our business closure. We are closer to the Highway than most of the businesses and approximately 60 percent of our building would fall inside the construction easement. Even if it didn't there is no way we could serve our customers without Highway frontage.

While the relocation program might sound to some like a viable option our businesses' heritage rests on an irreplaceable site resplendent with 70 years of memories, reunions and wonderful food.

Monday afternoon around 1:30 we had approx. 2 dozen young people and at least 10 parents show up for lunch. They were on a field trip and the Fife Municipal Court had hosted them to demonstrate court operations. The kids chose to come to Pick-Quick for lunch. They sat outside at our freshly painted picnic tables on a lush well maintained lawn and admired the tulips that are in bloom around our building right now. 20 years from now these kids might be the same type of parents that return with their children each year and tell about their experience at Pick-Quick when they were their age.

With great passion we are urging you to please choose any light rail route other than the one that destroys the fabric of the business community of Pacific Highway East. The route on directly adjacent to I-5 will impact far fewer businesses and families livliehoods.

Respectfully,

A handwritten signature in black ink, appearing to read 'Dan Nelson', with a stylized, cursive flourish.

Dan Nelson
Vice President
Pick Quick Drive In, Inc.
4306 Pacific Hwy E
Tacoma, WA 98424

dan@pickquickfife.com
253-405-4320

April 26, 2019

Elma Borbe
Sound Transit
401 S Jackson St
Seattle, WA 98104

RE: Tacoma Dome Link Extension

To whom it concerns –

Upon careful review of the proposed Federal Way/Fife/Tacoma light rail route extensions, the management and ownership of Poulsbo RV, specifically Poulsbo RV of Fife, are compelled to submit our concerns to the Sound Transit board of directors.

Each of the three proposed routes will have a direct and significant impact on our business. The I-5 route would not only consume our easement along I-5, it potentially takes our security fence and a substantial portion of our already small sales lot, further reducing the inventory we can offer for sale. This route also obscures our freeway visibility, one of our primary reasons for purchasing this property.

The proposed route paralleling Pacific Highway East not only takes out our flag pole and 8 parking spaces, it will undoubtedly involve a lengthy, noisy and disruptive construction process. It is highly probable that the chaos, confusion and noise will have a substantially negative impact, hindering business by discouraging customers and prospective customers from doing business with us.

A prolonged business disruption will directly affect the revenue and economic stability of Poulsbo RV at Fife, as well as the income and economic stability of approximately 30 families. It would also reduce the tax revenue received by Pierce county and the city of Fife. In the interest of mitigating the impact this project has on our business, we would consider the possibility of a supplemental property swap with the city of Fife.

We anticipate receiving regular TDLE updates and welcome further discussion. It is our hope that we can work together to make this transition as smooth as possible for all parties involved.

Sincerely,

Richard Nevin
General Manager
Poulsbo RV of Fife
2950 Pacific Highway East
Fife, WA 98424
253-344-4240 office
253-620-1603 cell



April 30, 2019

Sent Via Email: tdlink@soundtransit.org

RE: Tacoma Dome Link Extension: Comments by Target Corporation

Target Corporation ("Target") is located at 2201 S Commons, Federal Way, Washington and currently operates a successful retail business at that location. The Federal Way Target (T1947) initially opened in 1988 and then was reconstructed at the Commons Mall in 2004. As a longtime member of the Federal Way retail community and a major anchor of The Commons at Federal Way, Target has the following comments on the Tacoma Dome Link Extension (TDLE) project.

Over the past year or so, Target has followed the progression of the Federal Way Link Extension (FWLE) project. The FWLE's development plans will impact Target and the Shopping Center, causing significant harm to Target's operations, inevitably leading to a loss of sales and growth and triggering a material negative impact on the value of Target's property interests. Target is aware that transportation development may be vital to the Pacific Northwest, but the impacts on Target's property need to be carefully considered as the FWLE project is in Target's backyard.

Target has reviewed the online material for the TDLE project and recently attended the April 23, 2019 open house in Federal Way. Target's concerns with the TDLE project include, but are not necessarily limited to the following:

- Impacts to The Commons at Federal Way Shopping Center
- Impacts to Target's lease property and value of the lease
- Physical impacts during and after construction
- Visibility impacts
- Parking lot impacts
- Construction schedule

Each of these issues will materially impact Target's property interests and property value as more specifically detailed below in this letter. Target has not yet valued the impact on its property interests, but there is no doubt that the loss in value (both permanent and temporary) will be significant and probably well into the millions.

Portions of Alignments 4A and 4B have major impacts to Target, the Shopping Center, and the surrounding community. The route appears to be very long and running through the neighborhoods. Routes 4A and 4B are not recommended.

Target recommends the final light rail alignment continues immediately south from the proposed Federal Way Transit Center, paralleling the I-5 corridor. It is NOT recommended to wrap the light rail



track around the Shopping Center heading toward SR99, as this has the greatest impact to Target and the Shopping Center.

As the light rail project continues from conceptual and into final design phases, Target recommends the project team consider all of the following:

Parking & Pedestrians

Availability of adequate, convenient parking and pedestrian friendly paths of travel are critical for Target guests and Shopping Center customers. Without adequate parking, guests are unable to park their vehicles and shop at Target, especially during peak holiday shopping periods. Final construction, building elements, easements, and restrictions should be minimized to reduce the overall parking lot impacts to Target.

Access & Loading

Target and the Shopping Center have several access points from the public right of way. It is critical that all access points be free and clear of construction activities, especially those that provide full-size truck (53' trailer) access and maneuverability into loading facilities. Pavement replacements should be designed to minimize "down time".

Site Lighting & Security

Target's parking lot is designed and illuminated in a manner to provide adequate lighting to provide a safe and secure environment for Target guests and team members (employees). Eliminating any parking lot lights may cause insufficient lighting and the entire parking field may have to be redesigned. Illumination of the rail track should be considered as the track and structure may cast unwanted shadows creating dangerous conditions for Target patrons. Exterior security cameras monitoring the Target parking lot may also be impacted.

Visibility

Uninterrupted view corridors are critical for Target as our guests locate and identify Target by means of signage and architectural building features. Target is very sensitive to view corridors and potential impacts should be minimized throughout the design and construction process. The elevated track and support structure block critical sight lines to existing building signage and exterior facade elements.

Light Rail Structure

Final design and construction plans must be coordinated with Target to minimize impacts to the Shopping Center site. Structural column spacing and impacts to existing site elements (e.g. parking lot striping, landscaping, and irrigation) must be identified and mitigated. Additionally, those elements that typically go unnoticed, such as underground utilities, storm water drainage, and electronic cart protection, are critical elements that should be considered and protected throughout the project.



Construction

Target is very sensitive to construction activities adjacent to and directly on its properties. Construction staging areas, access routes, and overall construction limits must be minimized on the Target tract throughout the duration of the project to maintain all necessary parking spots for Target guests. It is essential to Target that there be no interference with its operations November 10 through January 15 (the key holiday shopping season), including construction activities on the remainder of the Shopping Center.

Community

Target is a longstanding member of the Federal Way community providing convenient, well-priced, high quality shopping for our guests. Without Target, the Shopping Center and Federal Way community will suffer from a lack of quality brick and mortar general retail shopping essential for the everyday person. This will harm the longevity of the Federal Way Target location and the entire Commons Mall.

Target is supportive of the Tacoma Dome Link Extension (TDLE) project as it will expand public transportation in the area, but has many concerns about the impacts on Target operations. Target encourages Sound Transit to take Target as a partner as the TDLE project progresses, to recognize the concerns expressed in this letter, and to modify its plans so as to minimize the impacts and increase the benefits for Federal Way and the surrounding communities.

Sincerely,

A handwritten signature in black ink that reads "Dane Jaster".

Dane Jaster
Senior Real Estate Development Manager
Target Corporation
Real Estate Division
1000 Nicollet Mall, TPN-12B
Minneapolis, MN 55403

cc: FILE

April 30, 2019

Tacoma Dome Link Extension Project
Sound Transit
Environmental Planner Elma Borba
401 S. Jackson St.
Seattle, WA 98104
Via email: tdlescoping@soundtransit.org

Re: Tacoma Dome Link Extension Project
Impact to: McDonald's Restaurant, 1737 51st Avenue East, Fife,
Washington
McDonald's Restaurant, 34814 Pacific Highway S, Federal Way,
WA

To Whom It May Concern:

McDonald's Real Estate Company is the owner of real property located at 1737 51st Avenue East, Fife, Washington (the "Fife Location"). The franchise located on this property is owned and operated by Mr. Willie Cho. McDonald's USA, LLC is the ground lessee of real property located at 34814 Pacific Highway S., Federal Way, Washington (the "Federal Way Location"). The franchise located on this property is also owned and operated by Mr. Willie Cho.

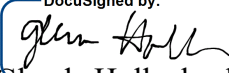
The Fife Location was originally acquired by McDonald's Corporation in 1977, and subsequently deeded to McDonald's Real Estate Company. The McDonald's restaurant has been operating in that location since December 1977. The Federal Way Location was ground leased to McDonald's USA, LLC in 2006. The McDonald's restaurant has been operating in that location since September 2007. As these locations are among the busiest McDonald's locations in Washington State, they are extremely valuable and important to McDonald's and to McDonald's franchisee. As a long standing and proud member of the business communities in Fife and Federal Way, McDonald's is extremely concerned that certain proposals possibly to be considered in the EIS could severely impact its restaurants. In fact, we are concerned that certain proposals possibly to be considered in the EIS have the

April 30, 2019
Page 2 of 2

potential to cause the McDonald's to be shut down in these locations, an outcome that would be extremely troubling to McDonald's, and potentially very costly for Sound Transit. To be clear, a taking of any portion of McDonald's drive-thru for this project would result in a total taking of these sites, as the drive-thru operation is a substantial part of the business at these locations.

McDonald's respectfully requests consideration and selection of an option which would have no impact on the McDonald's property. McDonald's urges Sound Transit to consider the devastating impact certain options would have on the McDonald's located at 1737 51st Avenue East, Fife, Washington, and 34814 Pacific Highway S., Federal Way, Washington. **Accordingly, McDonald's respectfully requests that Sound Transit consider proposals which would not result in an impact to McDonald's property.**

Very truly yours,

DocuSigned by:

Glenda Hollenbeck

McDonald's Field Real Estate Lead – Walnut Creek
Field Office

April 30, 2019

Tacoma Dome Link Extension Project
Elma Borbe
Environmental Planner Sound Transit
401 S. Jackson St.
Seattle, WA 98104-2826

via email: tdlescoping@soundtransit.org

Dear Ms. Borbe:

My name is Willie Cho, and I am the Owner/Operator and franchisee of the McDonald's restaurant located at 34814 Pacific Highway South, Federal Way, Washington. This restaurant opened in 1984 and has been upgraded a number of times through the years. It has proven a great location for me to grow my business. I just completed a major remodel of this restaurant in March of 2018. I am a minority business owner who has successfully operated this restaurant since 2002.

I write to you today to convey my strong desire that Sound Transit select a route which will not result in an impact to the McDonald's restaurant I operate. From my understanding of the South Federal Way route alternatives the Enchanted Parkway and I-5 West alternatives will have the least permanent impact to my restaurant. Thus, I support the routes on "Exhibit 5-1 South Federal Way Preliminary Draft Level 2 Summary" SF3 and SF8/9.

This location is one of the busiest and most successful McDonald's in Washington, a fact of which I am extremely proud. A taking of this location would be devastating. I have worked hard over many years to become a valuable member of the business community in Federal Way and South King County. This McDonald's is located at the one of the most vital and successful business corridors in Federal Way. The restaurant serves the immediate business and residential community in Federal Way and Milton as well as commuters and the freight community that travel both the I-5, Pacific Highway and Enchanted Parkway corridors.

I currently employ 110 people at this location. My organization provides entry-level jobs to individuals just starting out in the job market, as well as students needing flexible work hours and a dependable employer, with ample opportunity for advancement. We also have the unique ability to be a first-generation employer. We are very proud to have helped launch so many careers to so many individuals that speak English as a second language as well as launching the careers of many of our youth. The ability to provide job opportunities to our community is ubiquitous with all McDonald Restaurant locations. The ability to provide so many job opportunities, quite literally in the thousands over the years, since its inception, is extraordinary to this McDonald's in Federal Way because of its unique location resulting in its tremendous volume and popularity within the community. A taking at this location would have a detrimental impact to the community because of the loss of these jobs.

Additionally, this McDonald's has a great relationship with the public and private schools within the Federal Way and Milton area. We have a unique McDonald's fundraising program called McTeachers Night that serves area schools. This location is one of the most active in the Seattle area raising thousands of dollars every year to local schools. This location is also one of the largest restaurant contributors to the local and global Ronald McDonald House Charities through its Canister Give a Hand, Fry and Shake donation and match programs.

A taking at this location would be very damaging to my business, my employees, and the community. My organization provides valuable tax revenues, job resources, training, and support to the community. I would also like to stress that a large portion of business comes through the drive-thru at this location, so any taking of the drive-thru area, even a small portion, would be very damaging if not fatal.

Finally, from an economic point of view, this location is considered by McDonald's to be among the most prime locations in the country. It is one of the busiest McDonald's in the State of Washington. If I am forced to relocate, I will likely get a much inferior location (leading to lower sales and many less employees), Because of these factors and the ones described in the preceding paragraphs, it would be difficult, if not impossible, to find a comparable restaurant location. If the condemnation of the McDonald's in Federal Way occurs, it will have a devastating impact not only to my organization and all of our employees but also to the Federal Way community.

For these reasons, I respectfully request that Sound Transit select a proposal, which would not result in a taking at the McDonald's located at 34814 Pacific Highway South, Federal Way, Washington.

Sincerely,

Willie Cho
President
Willie Cho Enterprises, Inc.
McDonald's Restaurant
34814 Pacific Hwy S., Federal Way, WA 98003

April 30, 2019

Tacoma Dome Link Extension Project
Elma Borbe
Environmental Planner Sound Transit
401 S. Jackson St.
Seattle, WA 98104-2826

via email: tdlescoping@soundtransit.org

Dear Ms.Borbe:

My name is Willie Cho, and I am the Owner/Operator and franchisee of the McDonald's restaurant located at 1737 51st Avenue East, Fife, Washington. I am a minority business owner who has successfully operated this restaurant since 2003. The real property at the site is owned by McDonald's Real Estate Company.

I write to you today to convey my strong desire that Sound Transit select a route which will not result in an impact to the McDonald's restaurant I operate. The way I understand the alternative routes from the scoping open house, the three SR99 alternatives from the "Exhibit 5-2 Fife Preliminary Draft Level 2 Summary" are the routes that will have the least chance of permanently disrupting my business. So, when Sound Transit Light Rail continues from Federal Way to Tacoma, I support the routes that will have tracks and stations to the West/Port of Tacoma side of SR99.

My Fife restaurant is one of the busiest and most successful McDonald's in Washington; a fact of which I am extremely proud. A taking of this location would be devastating. I have worked hard over many years to become a valuable member of the business community in North Pierce County and South King County. This McDonald's is located at the gateway to the city center core of Fife. The restaurant serves the immediate business and residential community in Fife as well as commuters and the freight community that travel both the I-5 and Pacific Highway corridors.

I currently employ 70 people at this location. My organization provides entry-level jobs to individuals just starting out in the job market, as well as students needing flexible work hours and a dependable employer, with ample opportunity for advancement. We also have the unique ability to be a first-generation employer. We are very proud to have helped launch so many careers to so many individuals that speak English as a second language as well as launching the careers of many of our youth. The ability to provide job opportunities to our community is ubiquitous with all McDonald Restaurant locations. The ability to provide so many job opportunities, quite literally in the thousands over the years, since its inception, is extraordinary to this McDonald's in Fife because of its unique location resulting in its tremendous volume and popularity within the community. A taking at this location would have a detrimental impact to the community because of the loss of these jobs.

Additionally, this McDonald's has a great relationship with the public and private schools within the Fife area. We have a unique McDonald's fundraising program called McTeachers Night that serves area schools. This location is one of the most active in the Seattle area raising thousands of dollars every year to local schools. This location is also one of the largest restaurant contributors to the local and global Ronald McDonald House Charities through its Canister Give a Hand, Fry and Shake donation and match programs.

A taking at this location would be very damaging to my business, my employees, and the community. My organization provides valuable tax revenues, job resources, training, and support to the community. I would also like to stress that a large portion of business comes through the drive-thru at this location, so any taking of the drive-thru area, even a small portion, would be very damaging if not fatal.

Finally, from an economic point of view, not only the location but also the age of the property allows me as the franchisee to pay a much lower rent from my franchisor, McDonald's USA LLC. If I am forced to relocate, not only will I likely get a much inferior location (leading to lower sales), I will also have a much greater rent factor (leading to lower margins on those lower sales). Because of these factors and the ones described in the preceding paragraphs, it would be difficult, if not impossible, to find a comparable restaurant location. If the condemnation of the McDonald's in Fife occurs, it will have a devastating impact not only to my organization and all of our employees, but also to the Fife community.

For these reasons, I respectfully request that Sound Transit select a proposal, which would not result in a taking at the McDonald's located at 1737 51st Avenue East, Fife, Washington.

Sincerely,

Willie Cho
President
Willie Cho Enterprises, Inc.
McDonald's Restaurant
1737 51st Avenue East
Fife, Washington 98424



City of Tacoma
Office of Sustainability

April 25, 2019

Sound Transit
Elma Borbe
401 S. Jackson Street
Seattle, WA 98104

Dear Elma,

Thank you for the opportunity to comment during the Tacoma Dome Link Extension (TDLE) Environmental Impact Statement scoping period.

The Sustainable Tacoma Commission is appointed by Tacoma City Council, and is tasked with ensuring the City's commitment to the locally adopted Environmental Action Plan. Critical to that plan is a goal to reduce greenhouse gas emissions by 40% from 1990 levels by 2020 and by 80% from 1990 levels by 2050.

The STC believes that TDLE light rail alignments and station locations should be evaluated for:

1. Potential impact to the climate via greenhouse gas emissions from operations and passenger access, and
2. Potential impacts due to climate change on built infrastructure for light rail.

While Sound Transit has committed to operate Link light rail from renewable energy sources, the mode split of how passengers will access regional light rail stations is an externality that should be addressed when evaluating station placement and design alternatives. Per-passenger carbon impact of station access should also be measured in the 2030 timeframe. The STC strongly believes that all cost-effective measures should be taken to enable seamless integration between high capacity transit modes (Bus Rapid Transit, Link Light Rail, and Tacoma Link), local bus, and non-motorized modes such as biking and walking. This arrangement will reduce air pollution and congestion, maximize ridership, enable convenient transfers between modes, and make the most use of these public investments.

To that end we encourage further study of the TD2 and TD4 East In-Street stations at Tacoma Dome Station and the ET3A/B stations in East Tacoma to support either a 25th Street or 26th Street terminus option at Tacoma Dome.

Given the proximity to Commencement Bay and the Puyallup River, the STC believes that Sound Transit should consider the results of the Washington Climate Impacts Group study regarding regional sea level rise (Source: <http://www.wacoastalnetwork.com/wcrp-documents.html>). We request that Sound Transit take this information into account to ensure that project infrastructure can be constructed without geological or hydrological complications, enabling a 2030 delivery date for light rail service, and to secure a reasonable cost of keeping the light rail system in a good state of repair.

We look forward to seeing the results of Sound Transit's Level 3 Analysis in the coming months and for additional opportunities to comment on the EIS process.

Respectfully,

A handwritten signature in black ink, appearing to be 'Lexi Brewer', with a stylized, flowing script.

Lexi Brewer, Co-Chair, Sustainable Tacoma Commission
Chris Karnes, Co-Chair, Sustainable Tacoma Commission

CC: Mayor Victoria Woodards
Tacoma City Council Members
Elizabeth Pauli, City Manager
Michael P. Slevin III, Director, Environmental Services Department
James Parvey, Division Manager, Office of Environmental Policy and Sustainability
Kristin Lynett, Office of Environmental Policy and Sustainability, Sustainable Tacoma Commission
Alisa O'Hanlon, Government Relations Department
Jennifer Kammerzell, Public Works Department, Tacoma Transportation Commission
Lihuang Wung, Planning & Development Services Department, Tacoma Planning Commission
Lexi Brewer, Co-Chair, Sustainable Tacoma Commission
Chris Karnes, Co-Chair, Sustainable Tacoma Commission
Sagar Ramachandra, Sound Transit



City of Tacoma Planning Commission

Stephen Wamback, Chair
Anna Petersen, Vice-Chair
Carolyn Edmonds
Ryan Givens
David Horne
Jeff McInnis
Brett Santhuff
Andrew Strobel
Dorian Waller

April 17, 2019

Elma Borbe
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

RE: Tacoma Dome Link Extension Scoping Comments

Dear Ms. Borbe:

Thank you for the opportunity to share our thoughts in regards to the scoping for the Tacoma Dome Link Extension (TDLE) project.

The City of Tacoma's Planning Commission has been actively involved in the TDLE process. We have a Commissioner designated to the Stakeholder Group, another Commissioner involved in the Interagency Group (not representing the Commission, but the Puyallup Tribal Administration), Commission liaisons (i.e., City of Tacoma staff) involved in the Interagency Group, and other Commissioners participating in the project as interested citizens. We also appreciate the fact that Sound Transit updated the Planning Commission and the Transportation Commission about the project during a joint session of the two Commissions on March 20, 2019.

We understand that the TDLE project is at a critical juncture, wherein the Sound Transit Board will make decisions in July 2019 on preferred station locations and alignments and any alternatives to move forward into the Environmental Impact Statement (EIS) phase. Recognizing this significance, it is important for the Planning Commission to identify which station locations and alignments we would want to see studied further and any environmental or design considerations that should be specifically addressed in the EIS.

We would like to offer the following thoughts for your consideration. These thoughts were formulated based on the deliberations of the Planning Commission, conducted in coordination with the Transportation Commission.

East Tacoma Station Area:

- 1. Preferred Alternatives** – Our preferred station locations and alignments for the East Tacoma Station Area to move into the EIS process are "ET3A/3B – East 26th Street", which are the alternatives with more potential as indicated in the preliminary conclusion that Sound Transit has been able to reach through Level 1 and Level 2 analyses and community outreach. A lot of the discussion about the East Tacoma Station relates to the desire to effectively serve neighborhoods of Tacoma's east side and specifically the Lower Portland Avenue Mixed-Use Center. To that end, route alignments and station locations were offered south of I-5 for consideration. However, there appeared to be numerous obstacles to these locations, and the Stakeholder Group suggested eliminating these options from consideration. For the remaining potential station locations, there are challenges to siting and designing a station north of I-5 so that it is readily and easily accessible.

2. **Connection to Lower Portland and McKinley Hill** – Sound Transit should strengthen the pedestrian, bike and transit connections from the station area to the Lower Portland Avenue Mixed-Use Center, particularly on Portland Avenue, East R Street, and Bay Street. We acknowledge that there is strong community desire for a pedestrian bridge over I-5 at East R/Bay Streets. In addition, East L Street should be identified as an important potential access route for people using the station traveling to/from the McKinley Hill area. Sound Transit should consider ET3 station design options that might bridge Portland Avenue with access portals on each side of the street, which could facilitate better linkages to potential development areas on both sides of Portland Avenue and added accessibility for those traveling from McKinley Hill.
3. **Parking** – The lack of parking at the East Tacoma station area will significantly impact the ridership of the TDLE. We acknowledge, value and support Sound Transit's and the City's efforts in promoting the use of public transportation and enhancing the intermodal connections. However, as much as we would like to believe that the need for parking will soon be a thing of the past, the market is not moving that way very quickly. The need for parking in the area will remain for many years to come. The parking issue should be carefully assessed in the EIS and properly mitigated.
4. **Street Network** – The existing street network and traffic patterns make this area difficult and ill-suited to locating and accessing a station. Sound Transit should work closely with the City of Tacoma on larger street network/grid improvements and reconfiguration to better serve station access and address traffic flow issues in the area.
5. **Station Design** – Station design is an opportunity to create a new identity for this area with station architecture that makes a proud statement. We implore Sound Transit to honor this aspiration and fully engage the community in the station design.
6. **Vision and Zoning** – The current zoning and land-use patterns are not ideal for the type of development generally desired immediately adjacent to a station location. If a station is to be sited here, a larger community conversation should consider how to re-envision and re-invest in this area. The station could be the impetus to redesign some of the streets and intersections to better serve traffic flow, station access, and create a more pedestrian-friendly development area. The Planning Commission and the community as a whole should reconsider the vision and zoning for this area based on the impact and potential benefits of the station location. Particularly, rezoning might be considered for the area north of I-5 between East R/Bay Streets and East L Street up to the existing freight tracks. We encourage Sound Transit to participate in and contribute to the discussion.
7. **Future Connection to East Side** – From east side stakeholders, the importance of multimodal connections and how transit might integrate with a station was a recurring comment. Worthy of consideration would be how a future expansion of the Tacoma Link (streetcar) or a Bus Rapid Transit (BRT) line serving the Tacoma east side might integrate with such improvements.

Tacoma Dome Station Area and Future System Expansion:

8. **Cut-and-Cover Consideration** – There are many important considerations to the siting of the TDLE facility in the Tacoma Dome Station Area, however, one of the first key questions is "What type of station is appropriate for this neighborhood?"

To the question, the elevated station and alignment alternatives as currently presented should be a non-starter. An elevated solution may be technically feasible and probably cost advantageous,

however, we have concern for both the visual and development impacts on the current and future neighborhood. The Dome District cannot accommodate additional at-grade crossings in an area already congested with vehicular, rail, and streetcar traffic. There are route alignments and station locations among the presented alternatives that because of topography are likely more viable for below-grade stations.

We believe a below-grade, cut-and-cover station and track facility is more appropriate to the urban fabric, urban design, the sense of place, the intermodal connectivity, and the level of residential and commercial development envisioned for the Dome District. We strongly recommend that the cut-and-cover alternative be further studied in the EIS process. The cut-and-cover consideration fulfills and reinforces many policies and provisions articulated in various elements of the *One Tacoma Plan*, the City of Tacoma's Comprehensive Plan, as exemplified below:

- The cut-and-cover facility can be reasonably construed as a type of "utility" as referred to in this policy: "Whenever feasible, ensure that utilities in designated centers, business districts, and priority pedestrian areas are undergrounded." (Policy PFS-7.15, Public Facilities and Services Element, p. 9-18)
- In the same way, the cut-and-cover can be considered an action to "prioritize undergrounding of utilities in designated centers" that would "reduce and minimize visual clutter related to utility infrastructure." (Policies DD-6.6 and DD-6.5 respectively, Design and Development Element, p. 3-18)
- The cut-and-cover concept is intended to "design for people" and "encourage a creative approach to density." ("Overall Urban Design Goals", Downtown Element, p. DT-45)
- The cut-and-cover facility would "infuse the City's built environment with creative expression and design that encourages expressions of creativity and results in vibrant public spaces where people want to be." (Goal DD-14, Design and Development Element, p. 3-27)
- The cut-and-cover facility supports this policy: "Centers must remain compact enough to increase densities, facilitate economical and efficient provision of utilities, public facilities and services, and support more walking, bicycling, and transit use." (Policy DD-5.17, Design and Development Element, p. 3-15)
- The cut-and-cover facility would help achieve this policy: "Encourage transit stations in centers to provide high density concentrations of housing and commercial uses that maximize the ability of residents to live close to both high-quality transit and commercial services." (Policy UF-9.4, Urban Form Element, p. 2-47)
- The cut-and-cover facility presents a great opportunity to be "located and designed to complement the aesthetics, social interactions and urban design of the community." ("Designed and Located for Community Values", Public Facilities and Services Element, p. 9-17)
- The cut-and-cover facility avoids the concern that "as the downtown grows, poor siting of bulky or tall buildings can adversely impact the environmental quality of surrounding public realm through the loss of sky view and shadowing." ("Livability Criteria to Guide Building and Public Realm Design", Downtown Element, p. DT-23)

- The cut-and-cover consideration implements this policy: "In collaboration with Pierce Transit and Sound Transit design transit stops and inter-modal connections integrated with the public realm, providing gathering spaces and an improved end-to-end transit experience." (Policy 2.3G.A, Downtown Element, p. DT-34)

We have heard conversations during Stakeholder Group meetings and community open houses that suggest cut-and-cover a potentially viable option. We urge Sound Transit to pursue this in the next phase; if not, there will not be the same level of analysis done on both elevated options and below-grade options for the Sound Transit Board to make an informed final decision.

- 9. Over-the-Sounder Consideration** – The Over-the-Sounder concept has also been brought up as a potentially viable option for the TDLE alignment in the Tacoma Dome Station area. With this option, an elevated track facility would be constructed along and above the existing Sounder Commuter tracks and an elevated station adjacent to Freighthouse Square. Similar to the cut-and-cover option, the Over-the-Sounder option would result in less impact to the urban fabric, streetscape, and development potential for the area than would elevated alternatives running above existing street corridors. The elevated station would provide the same intermodal connectivity as the existing commuter rail station to the E. 25th Street and Puyallup Avenue area, while allowing more effective connections to the uphill area near E. 26th Street and Tacoma Dome. We encourage Sound Transit to think outside the box and include the Over-the-Sounder option in the EIS evaluation process.
- 10. Future Expansion** – Another key factor in the consideration for the siting of the TDLE facility in the Tacoma Dome Station Area is the future potential expansion of the system into the Tacoma Mall Regional Growth Center area and beyond. We appreciate the fact that the study for such expansion has been funded in the ST3 package and Sound Transit has already factored the future expansion in all alternatives as currently presented. However, how an alignment would cross I-705, one of the determining factors for alignment selection, does not seem to have been explicitly articulated in the Level 2 evaluation. We recommend that this issue be specifically addressed in the EIS. Furthermore, we would like to draw your attention to the Brewery District. As anticipated in the *One Tacoma Plan* (Urban Form Element, p. 2-21), the Brewery District is situated between the UWT/Museum District and the Dome District, and has the potential to serve as an important connector between them while it continues to develop into a higher intensity transit-oriented neighborhood in its own right. In recognition of the City's desire to better serve downtown as a residential and employment center, we suggest that Sound Transit consider incorporating a South Downtown/Brewery District Station (perhaps near Tacoma Avenue and S. 27th Street) in the future expansion of the line. This could require a segment of tunnel as part of the alignment which seems more feasible if a below-grade station is the solution for the Tacoma Dome Station Area.
- 11. Preferred Alternatives** – If the cut-and-cover option is moved forward for EIS evaluation, the station location alternatives would be identified and determined, depending on the alignment of tracks and tunnels, the surface access points, underground utilities, water table, topography, and many other factors. We would suggest that "TD4 – East 26th Street In-street" may be a viable, competitive alternative, based on grade changes and due to its centralized location from the surrounding transportation facilities, tourist attractions, and residential and commercial development. If the elevated type of facility is to be moved forward, our preferred alternative is "TD2 – 25th Street West", which is identified as one of the alternatives with more potential. We acknowledge that "TD3 – 25th Street East" is also identified as an alternative with more potential. We do not

necessarily object to that notion, nor would we rule out the possibility of the final station location (if this alignment is selected) being somewhere between TD2 and TD3. We would submit that TD3 may not allow as full an opportunity as TD2 for transit-oriented development near the station area and seamless connections between other modes.

12. Parking – The existing parking garages at the Tacoma Dome station area have been well utilized and operating at capacity on a regular basis. The anticipated lack of sufficient parking in the area will significantly impact the ridership of the TDLE. We acknowledge, value and support Sound Transit's and the City's efforts in promoting the use of public transportation and enhancing the intermodal connections, especially in the Tacoma Dome Station area, which is one of the principal multimodal transportation hubs of the region. We are also fully aware and supportive of the vision for the Dome District area which is to continue to grow and develop into a true urban environment. However, as much as we would like to believe that the need for parking will soon be a thing of the past, the market is not moving that way very quickly. The need for parking in the area will remain for many years to come. The parking issue should be carefully assessed in the EIS and properly mitigated.

13. Station Design – Station design is an opportunity to create a new identity for this area with station architecture (elevated option) or station entrance plaza (below-grade option) that makes a proud statement and reinforces the fact that this is the most urban station location in the South Corridor. We implore Sound Transit to honor this aspiration and fully engage the community in the station design.

14. Additional Factors – In addition to the aforementioned suggestions, we would offer the following factors for Sound Transit's consideration for the evaluation and selection of station locations and alignments:

- All potential station locations in the Dome District are in very close proximity to one another. The primary considerations from an advantages and disadvantages standpoint should be how the station would integrate with transfer to other modes and what impact an alignment and station location would have on the character of this area and development potential.
- To achieve the Dome District's vision as a dense urban neighborhood, it is critical that the TDLE project be integrated in a way that facilitates a tight-knit collection of residential, commercial, and institutional uses that maximize the use of private property. Therefore, preference should be given to station locations and alignments that utilize rights-of-way (ROWs) and minimize impact to parcels and their potential development.
- Visual impacts of elevated station and track alignment on the Dome District should be sensibly addressed. This includes the visual impacts of the tail-segment of the track facility reserved for the train switch-back operation and future expansion of the line.
- The Dome District street network is already congested and complicated with frequent signaled intersections, shallow blocks, and track crossings for the streetcar and rail. A grade separated solution should be considered.
- Consideration for the siting of the station and how it relates to transit connections and points of access are critical. This includes a better understanding and analysis of routes of

travel to the district from Downtown and from South Tacoma via South Tacoma Way/26th Street or from McKinley Hill via D Street.

The Tacoma Dome Link Extension is a 50+ year investment. We applaud Sound Transit for striving to fully engage the community and collaborate with jurisdictions and agencies in the development of this important transportation project. Tacoma, as the largest growth center of the South Puget Sound, is a destination served by TDLE, not just a terminal on the line. While we appreciate Sound Transit's conduct of business in a pragmatic and fiscally responsible manner, we encourage Sound Transit to envision big, look long-term, think outside the box, and stay flexible.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen Wamback". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Stephen Wamback, Chair
Tacoma Planning Commission

- c. Mayor Victoria Woodards and Members of the Tacoma City Council
 - Elizabeth Pauli, Tacoma City Manager
 - Co-Chairs Jane Moore and Gerrit Nyland and Members of the Tacoma Transportation Commission
 - Brian Boudet, Planning Manager, Tacoma Planning and Development Services Department
 - Lisa O'Hanlon, Tacoma Government Relations Office
- Pierce County Representatives on the Sound Transit Board of Directors:
 - Bruce Dammeier, Pierce County Executive
 - Kent Keel, University Place Mayor
 - Kim Roscoe, Fife Mayor
 - Victoria Woodards, Tacoma Mayor



City of Tacoma
Transportation Commission

April 24, 2019

Ryan Mello, Chair
Infrastructure, Planning, and Sustainability Council Committee
747 Market Street, Suite 1000
Tacoma, WA 98402

Re: Sound Transit Tacoma Dome Link Extension

Dear Chair Mello,

Formed in 2013, the City of Tacoma Transportation Commission leads community efforts to ensure the transportation system investments in the City of Tacoma prioritize safety, efficiency and effectiveness. This letter identifies Tacoma Dome Link Extension station location preferences, and the rationale behind those choices.

In 2016, the Transportation Commission urged the City Council and then Mayor Strickland to fight for Tacoma Dome Link Extension completion by 2028. While the plan is for 2030, this Commission continues to prize timely completion, which requires focusing on only the most desirable locations. Therefore, the Transportation Commission recommends advancing just two elevated station locations at the East Tacoma Station and two elevated station locations at the Tacoma Dome Station for analysis in the next stage. The following recommendations prioritize safe and speedy pedestrian access to destinations and other modes of transit.

City of Tacoma Transportation Commission Recommendation 1

- Move forward East Tacoma Stations ET3A and ET3B for further analysis, with neither being prioritized as our top priority.

City of Tacoma Transportation Commission Recommendation 2

- Move forward Tacoma Dome Station TD2 as our top priority and Tacoma Dome Station TD3 as a secondary priority for further analysis.

For Recommendation 1, the Transportation Commission prefers the East Tacoma Stations ET3A and ET3B. These stations provide the best pedestrian connection to residential development in East Tacoma and to the Puyallup Tribe of Indians casino, a major employment and regional destination. With changing zoning to the west and north of the ET3A and ET3B station positions, this location also promotes future development. In addition to recommending these locations, the Transportation Commission highly recommends:

- A grade separated pedestrian route to the station from both the east and west side of Portland Avenue.

- An enhanced pedestrian and bicycle route to the south, either over I-5 or along existing routes under I-5 with improvements for both safety and the perception of safety.
- Design a pedestrian and bicycle route to the north to connect with the future Tacoma to Puyallup connection.

The other East Tacoma options fail to adequately connect to the East Tacoma neighbors, the primary target of this station location.

For the station location choices in Recommendation 2, the Transportation Commission prioritizes safe and efficient pedestrian movement between the Link, fixed route service, the new Bus Rapid Transit, the Tacoma Link, parking, the Sounder, Sound Transit Express buses, taxis and ride shares. While other stations may appear advantageous, they provide challenges that would cause riders to navigate multiple grade connections (more than one elevator or escalator needed), vehicular conflicts, and longer distances.

Furthermore, TD2 provides the least impact to current and future development. Other stations may require right of way acquisition that would demolish current structures or prevent development in an area designed for density. TD2 also appears to best provide for the potential future Link extension toward the Tacoma Mall area, a continuing Transportation Commission priority.

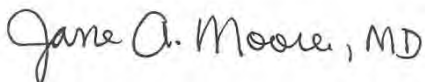
In designing TD2, the Transportation Commission highly recommends the routes between the Light Rail Platform to the platforms of other modes of transit include:

- No more than one elevator ride.
- No pedestrian/vehicular conflicts.
- A covered route.

Additionally, the Commission recognizes the historic importance of this area in relation to the Puyallup Tribe of Indians. This project should take the utmost care to work in consultation with the Puyallup Tribe of Indians to provide the least amount of disruption to the members of the Tribe, their historical lands, their reservation, and the lands they own.

Overall, the East Tacoma Station options ET3A and ET3B combined with the Tacoma Dome Station option TD2 provide the best connection to local and regional destinations, allow pedestrians the most efficient and safest routes, and will minimize issues that may prevent on-time and on-budget completion. For these reason we urge Sound Transit to choose these stations for additional analysis in the Environmental Impact Statement.

Sincerely,



Dr. Jane Moore
Co-Chair
Transportation Commission



Gerrit Nyland
Co-Chair
Transportation Commission

cc: Mayor Victoria Woodards
Tacoma City Councilmembers
Tacoma City Manager
Steve Wamback, Planning Commission Chair
Claire Chase, Sound Transit

May 1, 2019

REF: TDLE Scoping Comments

“Building light rail isn't just about moving people from place to place. It's also about building place. That's why Sound Transit prioritizes Transit Oriented Development, or TOD.

When Sound Transit prioritizes equitable TOD, it puts the building blocks in place for more people to live in sustainable, exciting, walkable neighborhoods with direct access to local businesses and community life. Living near transit also means being one traffic-free ride away from larger regional hubs such as Sea-Tac Airport and the University of Washington. By building TOD, we help people reduce time-consuming and costly trips to access jobs, education, culture and opportunity.”

-Sound Transit

Overview

The city of Tacoma, the South Downtown Sub Area plan, and the Dome District wholeheartedly support the goals stated in Sound Transit’s vision of TOD. The city has adopted a plan that provides the framework toward achieving these goals for the Dome District. Sound Transit has laid the foundation, and for the last decade our leaders and citizens have been working, volunteering, investing and building toward achieving this vision. This planning also set the stage for relocating the new Amtrak station into the TOD, adding another mass transit network to the regional Transportation Oriented District. This long- range planning effort has helped produce recent developments in housing you can witness today in the district.

Finally, after a decade of transit operation, ST link light rail, Express Bus Service and Sounder Commuter Trains, we have three housing projects in various stages of development bringing affordable housing opportunities desperately needed to fill a void.

Community Position

We are writing this letter to state our position in response to the open house and give you our comments. Our community position from the Dome Business District regarding a proposed elevated track for TDLE, as shown in your renderings, does not meet the common goals for a TOD community. Building a huge elevated concrete track on existing surface streets in the district will displace new residents, deter commerce and wipe out newly constructed mix-use buildings not in line with city planning. The renderings appear to ignore the sub-area plan, treat the station locations as a suburban transit corridor, and appear lacking in TOD principles. The sub-area plan is a 10 year old plan, but is still used as the driving force in achieving our goals to transform the district into a place to live, work, plan and travel.

The community embraces mass transit and enthusiastic in its support of thoughtful planning efforts and collaboration in achieving goals of public transit agencies. One of the lessons we learned early on when expanding and planning in a TOD, *collaboration* is key to achieving a superior outcome.

Recommendations

We have attended numerous stakeholder meetings and strongly urge you to perform a study for an underground, below grade, or cut and cover solution that will fit into the small geographic area inside the Dome District and have *each* site be studied with an underground solution in the EIS. Another station consideration not shown as a preferred alternative is an elevated track over existing Sounder/Amtrak tracks. This alternative would have little impact to the neighborhood since the alignment and ROW are already in place. The TD3 site alternative could be incorporated into a station design offering additional parking, expanded BRT service and housing.

Community opportunity costs that will be lost with an elevated track over surface streets should be studied. We want this additional mode of transportation to make a positive contribution to the community it serves. The district also serves as a successful entertainment district requiring comprehensive traffic coordination. The limited surface streets in planning transportation expansion in the Dome District need to be addressed in the EIS. This district offers beautiful

views of the city and waterway. An important attribute for consideration and how they can be protected.

Safety Considerations

Safety and walkability to nearby schools, downtown, parks and waterfront should be a top priority. Pedestrian use will increase as housing continues to grow between the nearby communities. This is a key connecting point for people moving around the city. Today, safety concerns are expressed to Sound Transit on a regular basis, especially pertaining to pedestrian corridors used for public transit. Prior to building the pedestrian corridor at the Lock Park on A street, community members shared their concerns about safety issues with the construction design of that transit corridor, and currently continue to plead with the city and Sound Transit about the safety issues around the covered shelter area in the park. We recognize the same issues will surface if a large covered shadowed mass is built along one of our urban corridors. If you construct multiple covered sheltered areas it will need to be constantly monitored for safety and clean up. This is an urban area soon to have density.

TOD

Siting this station correctly and locating the railway alignment approaching our district is of utmost importance and needs careful TOD planning considerations. Sound Transit has had the benefit of attending our monthly meetings for over a decade and aware of current and future TOD planning efforts. Coordination on transportation issues with all the public agencies is a hot topic and discussed on a regular basis. The city has recognized the unique planning aspects in TOD communities, and recently approved a TOD advisory group to help guide planning efforts throughout the city. It serves as Tacoma's gateway into the city and requires the kind of visioning in building out a TOD as mentioned in your vision statement. Please consider updates to the transportation plan for Puget Sound and housing forecasts that apply to TOD and housing demand close to transit. We are very supportive of mass transit and the ST3 plan for adding light rail from the airport to the Tacoma Dome District. But until recently, we did not understand the only proposal being put forward was an elevated track. We hope through your public comment period you will recognize the need to have a station

that will promote a successful TOD experience and include an underground station solution.

Thank you for including our community comments in your planning for this important transportation expansion.

The Dome Business District





950 Pacific Ave, Suite 300 | Tacoma, WA 98402
253-259-9421 | info@downtownonthego.org

April 30, 2019

Sound Transit Board
401 S Jackson St
Seattle, WA 98104

Dear Sound Transit Board:

On behalf of Downtown On the Go, please accept our comments on the EIS Scoping Period for the Tacoma Dome Link Extension (TDLE) Project.

At Downtown On the Go, our priority is creating and supporting multi-modal transportation options and we seek to reinforce a compact, urban core that provides transit service in the most efficient way to create a thriving economy. Tacoma commuters will benefit greatly from the TDLE stations and we fully support the project. Our priorities for station locations are:

East Tacoma Station: ET3 A & B – 26th Street

Tacoma Dome Station: TD2 & 3 – 25th Street

The new stations should seamlessly integrate into the local transit system and include multi-modal access for walking and biking. Pedestrian and bike connections are imperative in creating a connected system that liberates individuals from their cars. In particular, we would like to highlight the connection to the Tacoma to Puyallup Trail Connection, Pierce Transit's Bus Rapid Transit project, and the City of Tacoma's Puyallup Ave Multimodal Redesign.

Downtown On the Go (DOTG) is the transportation management association for downtown Tacoma and our goal is to reduce the number of commuters who arrive by single-occupancy vehicle every day by making it easier to walk, bike, and take transit in Tacoma. We do this by informing downtown commuters, businesses and residents about transportation options; encouraging the use of transit, bicycling, and walking; and advocating for transportation choices and land use policies that promote a vibrant, integrated downtown.

Please do not hesitate to reach out with questions.

Sincerely,

A handwritten signature in black ink that reads 'Kristina Walker'.

Kristina Walker
Executive Director
Downtown On the Go

Downtown On the Go is a partnership between the Tacoma-Pierce County Chamber, City of Tacoma and Pierce Transit.



FOSS WATERWAY DEVELOPMENT AUTHORITY

535 Dock Street, Suite 204 - Tacoma, WA 98402-4630
Phone: (253) 597-8122 www.theafoss.com

April 30, 2019

Sound Transit
Elma Borbe
401 S. Jackson Street
Seattle, WA 98104

RE: EIS Scoping for Tacoma Dome Link Extension

Dear Sound Transit Representatives:

Foss Waterway Development Authority (FWDA) is charged by the City of Tacoma with the redevelopment and revitalization of the 1.5-mile-long Thea Foss Waterway located at the base of downtown Tacoma, adjacent to the Dome District. FWDA has been carrying out this responsibility since 1996.

Most building developments found along the waterway's western shoreline are residential in nature with a population that frequents businesses in the Dome District.

The Dome District is rapidly evolving into an economically healthy mix of businesses and residential developments. Much of this growth is attributed to Tacoma's growing population, including those seeking to reside near mass transit. We support Tacoma's community leaders that are striving to make the Dome District a thriving Transit Oriented District.

FWDA is very concerned that the current TDLE Scoping does not include the alternative of undergrounding the proposed rail alignment through the Dome District. Many on our Board know the detrimental impacts that an elevated rail alignment can have on the economic, esthetic, and quality of life aspects of a neighborhood. The Dome District's built environment has a historic past that should be preserved, not razed. New residential projects should continue to be encouraged to take place by positive transit options, not discouraged from taking place by having a superstructure rail alignment built over the street.

The FWDA Board of Directors recommends that additional options should be presented by Sound Transit that will support future development not discourage it. We strongly recommend that an **Underground Alignment** be included in this current Scoping for TDLE.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Norman Gollub', written over a horizontal line.

Norman Gollub
Executive Director

Cc: FWDA Board of Directors
Tacoma City Council Members



816 Second Ave, Suite 200, Seattle, WA 98104
p. (206) 343-0681 f. (206) 709-8218
futurewise.org



May 1, 2019

Sound Transit
401 S Jackson St
Seattle, WA 98104

Dear Sound Transit,

Thank you for the opportunity to comment on the Tacoma Dome Link Extension Scoping for the Draft EIS. My name is Molly Nichols, and I am the Tacoma Outreach Coordinator with Futurewise, a statewide nonprofit that prevents urban sprawl and advocates for sustainable and equitable housing, transportation, and environmental policies.

We would like to highlight a few priorities for the study and the project overall: safety, equity, and access. Echoing comments from Downtown: On the Go and the Puyallup Watershed Initiative Active Transportation Community of Interest, we are asking Sound Transit to ensure safe, accessible and adequate connections for pedestrians, bicyclists, and people using public transit to get to the new stations. The success of this project depends on ensuring that all users can safely access it. The project should also be integrated with current and future transportation projects including the Tacoma to Puyallup Trail Connection, Pierce Transit's Bus Rapid Transit, and the City of Tacoma's Puyallup Ave Multimodal Redesign.

We also support the points laid out by Transportation Choices Coalition that emphasize the need to put equity front and center, to mitigate displacement impacts, and to more deeply analyze the impacts on historically marginalized populations. It is especially important for there to be adequate connections to the stations for residents of East Tacoma, who have historically been cut off from significant infrastructure investments. Sound Transit should also use their resources and work with partners to promote affordable housing near the stations.

Thank you for your work on the Tacoma Dome Link Extension project. Futurewise would like to reiterate that safety, equity, and access are central themes throughout the DEIS process. We look forward to working with you on the next phase of this project.

Sincerely,

Molly Nichols
Tacoma Outreach Coordinator





EDUCATION.

ADVOCACY.

PRESERVATION.

www.HistoricTacoma.org

Board of Directors

Kathleen Brooker

Don Erickson

Marshall McClintock

Jennifer Mortensen

Rick Semple

Steven Treffers

Staff

Michael Lafreniere,

Outreach &

Communications Director



on Facebook
[@HistoricTacoma](https://www.facebook.com/HistoricTacoma)



on Twitter
[@HistoricTacoma](https://twitter.com/HistoricTacoma)



on Instagram
[@HistoricTacoma](https://www.instagram.com/HistoricTacoma)



info@historictacoma.org

Mailing Address

PO Box 7664

Tacoma, WA 98417

April 21, 2019

Sound Transit
ATT: Elma Borbe
401 S. Jackson
Seattle, WA 98104

Dear Ms. Borbe,

Historic Tacoma advocates for the recognition and reuse of our historic places and connects people with preservation resources. We empower supporters and community members to become active partners in saving Tacoma's heritage.

Historic Tacoma welcomes the addition of Sound Transit's Link to the City of Tacoma and would like to be assured that the Tacoma Dome Link Extension (TDLE) will be sensitive to the existing built environment.

While any project of this scope is disruptive, we feel that the treatment and location of the TDLE is especially critical as it is located in the dense urban downtown of Tacoma.

The Dome District is a premier TOD and with current residential development continuing, the district will serve to mitigate development pressures in other less dense neighborhoods. This continued development on currently underutilized land creates a concentration of housing and retail close to the transit hub in the Dome District and is a critical component of the City of Tacoma's growth plan. This concentration will lessen the pressure to densify, and thereby threaten the urban and suburban character of other neighborhoods.

Enhancing and encouraging development in the Dome District by placing the TDLE Station below grade (underground) and not on an elevated track will serve to not only make more land available for development, it will not cause usable buildings in the path to be demolished or affect listed historic landmark structures.

We support putting the option of a below grade station and track to be placed in the scoping in the EIS for the TDLE.

Sincerely,

A handwritten signature in black ink that reads "Kathleen Brooker".

Kathleen Brooker
Board President, Historic Tacoma

cc: Mayor Victoria Woodards, City of Tacoma
Janice McNeal, President, Dome District Business Association



NEW TACOMA NEIGHBORHOOD COUNCIL

www.cityoftacoma.org/neighborhoodcouncils

Dear Sound Transit TDLE Planning Staff,

We, the New Tacoma Neighborhood Council (NTNC), represent and are advocates for the downtown neighborhoods of Stadium District, Foss Waterway, the Core of Downtown, the Hillside up to MLK, Brewery District and the Dome District as well as a big part of the Tide Flats. We work with these areas to better their environs for living, working and playing here, the heart of the City.

We are very concerned that the single option of elevated, leaves the Dome District with no options for a successful realization of their vision as a true regional TOD for the City of Tacoma. Though there are up to 7 or 8 options, they are all elevated and the Dome District must have the option of underground. We recommend an underground option for at least TD2, TD3 and DT4E in-street on the presentation boards and as part of the scoping for the Environmental Impact Study(EIS).

Below is our list of impacts that need to be studied as part of the EIS.

Elevated track has been shown to :

1. Lower property values
2. Compromise businesses
3. Diminish appeal to developers, perspective customers, tenants and clients
4. Form a perceived negative quality of being "below" enabling negative activities to occur (CPTED)
5. Creates unbuildable and undesirable lots under and around structure
6. Be an out-of-scale structure forced into existing urban streetscape
7. Destroy urban street vitality and back & forth competition and communication of urban street relationships
8. Produce questionable proprietorship of area under structure

We are excited about the first, of many more, housing projects going into the Dome District and apprehensive about the effect of a failed full-fledged Dome District TOD on our other neighborhoods in the NTNC and the ripple effect on the whole city. The Dome District is one of the main entrances to the Foss Waterway & Downtown and entering under or along side a monumental structure that has ruined businesses and driven developers away must not happen. Boaters staying at the moorage on the Foss for the weekend, use the Dome District as a place to investigate and have breakfast etc have nowhere to go because Alfreds has been torn down as well as other venues for restaurants and living. Workers from Downtown use the little LINK to get to Freighthouse Square for a good cheap lunch before walking it off, going back to work; stop coming because the sense is "down under" in the Dome District. This all needs to be studied in the EIS.

Thank you,


Amber Shirk
Chair - New Tacoma Neighborhood Council
4-21-2019



New Tacoma Neighborhood Council
PO Box 1784 • Tacoma, WA 98401





Puyallup Watershed Initiative
Active Transportation

April 30, 2019

Dear Sound Transit,

Thank you for the opportunity to provide comment on the Tacoma Dome Link Extension scoping for the Draft EIS. I am writing on behalf of the Puyallup Watershed Initiative's Active Transportation Community of Interest (AT COI), a community coalition working towards safe, healthy, and affordable active transportation options for all.

One element of this project we hope will be given significant attention in the draft EIS is the safety of people who will walk, bicycle, and take transit to the new stations. In 2014, a Pierce Transit rider survey found that two thirds of riders (66%) do not have a driver's license and 39% do not have access to a vehicle. Pierce County transit riders will rely on walking, bicycling, and local transit connections to access the new light rail line, however, there are currently barriers to safely using these modes. In 2017, there were 376 people hit by a car while walking or bicycling in Pierce County – more than one person every day of the year. We hope that Sound Transit will invest in infrastructure improvements through this project – like signalized crossings, safe and protected bicycle routes, and accessibility upgrades to improve the safety and access for people using our regional transit system. We are particularly interested in seeing Sound Transit ensure that residents from Tacoma's Eastside neighborhood can safely and conveniently access the East Tacoma station via walking, rolling, and local transit connections given the safety and access disparities the Eastside faces and existing hazardous conditions between the Eastside's residential neighborhoods and proposed station locations.

We are also looking forward to furthering discussions with Sound Transit on how this project can align with efforts to create a regional trail connection between downtown Tacoma and downtown Puyallup. This spring, we're kicking off a Route Analysis Study with WSDOT, local jurisdictions, Downtown On the Go, and community partners to assess potential routes and we see significant potential for collaboration.

We'd also like to lend our support to the many points laid out by Transportation Choices Coalition – particularly as they relate to equity, displacement, and environmental justice. We hope Sound Transit will prioritize these issues through the EIS and into implementation.

The AT COI enthusiastically supports the Tacoma Dome Link Extension project and we look forward to seeing the project move forward into the next phase!

Sincerely,

Liz Kaster

Active Transportation COI Manager

www.pwi.org/activetransportation

Safe, healthy & affordable active transportation for all



May 1, 2019

TO: Sound Transit Staff
FROM: Transportation Choices Coalition

Dear Tacoma Dome Link Extension EIS Staff,

Thank you for the opportunity to comment on the scoping of the Tacoma Dome Link Extension Environmental Impact Statement. Transportation Choices Coalition strongly supports connecting the Puget Sound region through affordable, reliable, accessible, and sustainable transit, supported by excellent modal integration and station access. TCC also supports the missions and comments submitted by Downtown on the Go, the Puyallup Watershed Initiative Active Transportation Community of Interest and Futurewise.

Throughout the development of various ST3 projects, TCC has advocated based on the following values:

- Maximize equitable TOD and affordable housing potential
- Integrate transit, bike, and walking networks
- Prioritize race and social justice
- Ensure travel reliability
- Minimize displacement
- Build a system that looks to the future
- Accessibility for all users, especially those with disabilities

Given these values, we offer the following comments regarding impacts to be studied:

Station Access and Mobility

When easily accessible, light rail provides a very safe way to travel compared to driving; better access to transit for wheelchair users; and coupled with easy and safe routes to walk and bike to trains, an opportunity for active transportation. We would like to see health and safety incorporated into the purpose and need statements, especially as they relate to station access and integration with other transportation networks. Maximizing the investment of light rail depends on excellent station access, and safe, comfortable and convenient connections to other multimodal networks. Ease and comfort of access to the system translates into more ridership, which should be a guiding principle in selecting among project alternatives for all sections of the project. Health and safety impacts must be studied throughout all access and integration issues, as they are fundamental to the usability of the system. In addition we offer the following comments:

- **Station access** - Intuitively and seamlessly finding and getting into the station is critical to the success of light rail. Study should include number of entrances/exits to stations and station visibility (stations should be designed and located such that they are highly visible, including details that are visually distinctive). The number of at grade crossings, and the quality of crossings (ie; signal timing, crossing distance, etc) to reach stations should also be studied.

Crossings not only impact rail reliability, but the safety of users trying to access the station on foot or bike using crosswalks, putting them in the way of both cars as well as trains.

- The “scope” of station access must be flexible based on each station area. For example, study of station access in East Tacoma must include a broad geographic area and examine multiple options for safe and comfortable walking and biking passage under I-5.
- **Transit transfers** - Fast and convenient transfers from light rail to bus, and heavy or commuter rail are integral to creating a function system. Study impacts to transfer times, ease of transfers (platform to platform transfers are ideal), multiple transfer options (stairs, multiple elevators on each side of the platform in case one elevator is out of service, escalators, escalators), direct connections, how many crosswalks and what is the “level of service” for transfers.
- **Integration with other modes** - Whether certain alignments help establish new networks, remove portions of existing networks, or create more dangerous crossings and access is critical information. ST should study the potential for direct connections between stations and planned/existing walk/bike facilities. Those facilities should include both neighborhood greenways and protected bike lanes, but should also acknowledge the difference between those facility types, in terms of how safe and comfortable they are to a range of user types (age, language, ethnicity, gender, race, ability). High-quality bike parking, including long- and short-term parking for individually owned bikes, and space for on-demand micro-mobility services must be appropriately designed (all covered; long term parking must be secure) located in highly accessible locations at all stations, in such a way as to not impede pedestrian flow.
- **Access mitigation for all ages and abilities.** During construction or as part of the final alignment, existing biking and walking networks will be impacted, thus creating inconvenient or potentially dangerous multimodal access. Ensuring safe, comfortable, and convenient interim and long-term passage for people biking and walking, paying special attention to individuals with any sensory or ambulatory impairment, is critical mitigation. Proper wayfinding and robust communications, legible to all communities regardless of English language ability is essential.

A Future-Oriented System

The buildout of this system must be considered as a multi-generational investment that will reach far beyond the geographic footprint of the Tacoma Dome line. Our region is projected to grow by 1.8 million by 2050. As such, identifying impacts to the future buildout or connectivity of this system is imperative. We would like to see the following studied and assessed:

- **Future light rail expansion** - Study the potential opportunities and limitations of station placement and alternative placement in terms of future light rail expansion. Disclose any alternatives that would hinder future expansion.
- **Future bus/station integration** - Study growth potential for feeder service at all station locations, especially at line termini, where future light rail service is decades away. Ensure that stations are placed and designed with future bus feeder service in mind.
- **Future station capacity** - Using projected population growth, study the impacts to station capacity. Consider how station planning will accommodate increased population and ridership, including platform size, entry/egress, payment systems,
- **Future land use** - Consider city comprehensive plans, long-term growth patterns, the effects of regional objectives that can affect city zoning and land designations such as Vision 2050, and trends in the areas of stations and alignments to help maximize the potential for transit-oriented development. Select compatible designs for the system stations and alignments that will serve the needs of the community as well as provide greater access to opportunity to more communities.

- **Flexible design for developing transportation technologies** - Considering the rapid evolution of transportation technologies, station design should, to the extent possible, be future-proofed for flexibility. We know that the future light rail system will be integral to future mobility; but we do not know how the advancement of autonomous vehicles, shared services, micromobility, etc. will change, shape or require flexibility in light rail access in the future.
- **Technological considerations** - As transportation technologies advance, so do other technologies including payment systems, customer service, safety technologies, cellular and wifi service, and so on. Consider how to technologically equip stations for other future needs.
- **Designing for uncertain climate future** - Structures, especially underground ones, should be designed and constructed to withstand the effects of rising sea level and more extreme temperatures and hydrologic events. Resilience in both the operational details of the system and the human user interaction of accessing these transit elements should be a guiding principle of design.
- **Designing for an accessible future, rather than designing to meet the minimum requirements under the ADA.** Adding accessibility to existing infrastructure is far more costly than including accessible features in the initial design (see NYC subway). As our region, and our society at large, age and move towards recognizing that disabled people have a right to accessible transportation infrastructure, we should be designing a system that gives us full and equitable access.

Displacement

While Sound Transit and the EIS process seem well equipped to understand the potential direct displacements from construction and eminent domain, we still have concerns about a) the disproportionate impact of these displacements on certain demographics, and b) the possible impacts of longer term economic and cultural displacement due to rising land values and gentrification.

- **Understand and disclose impacts to hard-to-reach populations** - Sound Transit currently evaluates acquisition and displacement burden on low-income and “minority” populations. While Sound Transit technically has a robust relocation program, we remain concerned that this information may not equally reach those who do not speak English, renters (both commercial and residential), and those who are undocumented. It may be harder to tap into communities where English is not the first language without interpreters and community liaisons. Anecdotal evidence suggests that landlords may not pass on relocation information to tenants due to worries that they will not fulfill their remaining lease. Most undocumented persons will not be able to access relocation benefits, due to federal restrictions.
- **Equitable access to relocation benefits** - We urge Sound Transit to thoroughly analyze potential displacement impacts disaggregated by renter/owner, income, race, English proficiency, and a rough understanding of where immigration status may be an issue (without revealing anything that could be used against communities) in order to understand disproportionate and/or different impacts across alignments as well as ensure the agency has a robust plan to ensure equal access to benefits. Sound Transit should continue to explore innovative mitigation strategies related to relocation for undocumented residents.
- **Cultural and Economic Displacement** - Though much harder to measure, many planners are using models to predict the risk of longer term economic displacement in an area due to critically important but landscape-altering transportation investments. Sound Transit should use tools such as these (PSRC now has a displacement risk tool) to identify areas with high displacement risk and work directly with the community to understand the anticipated impacts from different

alignments, and the appropriate mitigation to help people stay in their homes and jobs and maintain their cultural cornerstones and POC-owned businesses.

Environmental Justice

Currently, Sound Transit's level 3 screening criteria considers impacts to historically underserved populations with a focus on access to opportunity (activity nodes) and burden of property acquisitions and displacements. We believe this analysis must go deeper:

- **Analyze all discipline areas using meaningfully disaggregated data by race and income -** Though some analysis has been conducted by Sound Transit, for each of the different EIS impact discipline areas, we should be disaggregating data by race and income to uncover potential disproportionate burden. For example, fish and wildlife habitat impacts may disproportionately impact cultures and communities that rely on fishing in the area.
- **Consider cumulative impacts on historically marginalized populations -** The public should understand disparate impacts across all disciplines -- especially considering cumulative impacts on these groups from ongoing systemic discrimination, especially and including impacts from racist policies in the built environment, ongoing challenges of displacement from a fast growing city and region, and historical lack of outreach and representation in government decision-making.
- **Evaluate proposed mitigation using a racial equity toolkit -** Given historic and cumulative impacts, mitigation should look not just to do "no disproportionate harm" nor to "expand mobility for the region's residents, which include transit dependent, low-income, and 'minority' populations," but work to target and prioritize mitigation for these groups and ensure that mitigation is tailored, based on authentic engagement, to be valuable to the impacted communities. Sound Transit should use tools such as a racial equity toolkit to evaluate proposed mitigation.
- **Improve demographic language -** We must also ensure that while the language we use is sufficient to meet EIS requirements that it also respects all the communities we serve. We ask that the agency move away from the term "minority," which is not only disfavored by communities of color, but can often be technically untrue, especially in diverse areas like the Puget Sound. In an age when citizenship is used to threaten individuals and separate families, we also ask that you remove the term "citizens" from your Purpose and Need and analysis, unless the term is explicitly being used in order to understand the impacts, especially of displacement and relocations, on undocumented residents.

Thank you for the opportunity to comment on the scoping of the EIS. We look forward to continued engagement around this project.

Sincerely,



Kelsey Mesher

ARCHDIOCESE OF SEATTLE

OFFICE OF PROPERTY AND CONSTRUCTION SERVICES
206-382-4851
FAX: 206-382-4266



710 9TH AVE
SEATTLE, WA 98104-2017
www.seattlearchdiocese.org

To whom it may concern,

I'm the Director of Property and Construction Services for the Archdiocese of Seattle. We've recently learned that Sound Transit is planning a Fife Station that would negatively impact our St. Paul Chong Hasang Korean Catholic Church. The Archdiocese of Seattle supports Father Kim and his parish in their opposition to Sound Transit's plan Fife 1, Fife 3A, Fife 3B, Fife 4A, Fife 4B, and any other routes that would be adjacent or run through the church property. These Fife Station plans will have several negative impacts on the church community, as outlined by Father Kim in his letter.

We encourage Sound Transit to find an alternative route that protects the ability of the parishioners to practice their faith at St. Paul Chong Hasan Korean Catholic Church. The Archdiocese of Seattle and Father Kim would welcome the opportunity to meet with Sound Transit for further discussion. Please contact me directly to arrange a meeting.

Sincerely,

Ed Foster
Director of Property and Construction Services
Archdiocese of Seattle
Edf@seattlearch.org



St. Paul Chong Hasang Parish
1316 62nd Ave. East / Fife, WA 98424

Phone (253) 896-4489
StPaulChongParish@gmail.com

Fax (253) 896-9468
www.SPCKCC.us

Dear whom it may concern:

My name is Hyungyu Kim, the pastor at the St. Paul Chong Hasang Parish. I recently attended the open house at the Fife Community Center and received the information about the TDLE.

I'd like to express thoughts about the TDLE behalf of our parishioners. We are opposed to any line that will run through near our church whether that said line directly contact our property or not for the following reasons:


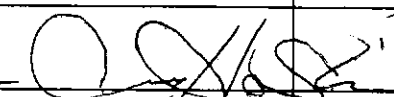
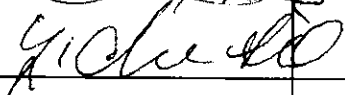
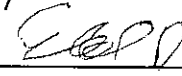

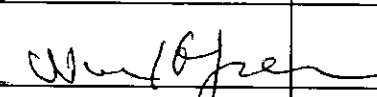
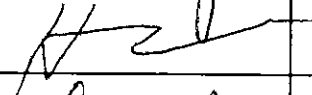
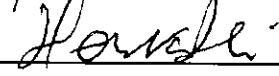

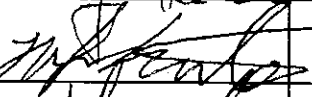

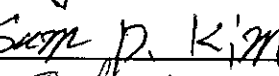
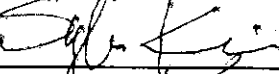
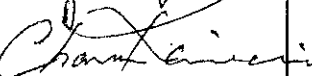
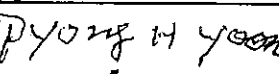
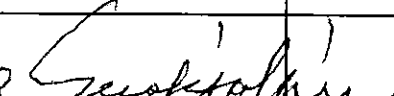
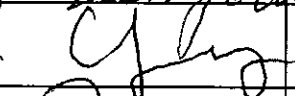

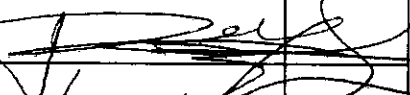

- Unlike other properties, the purpose of our property is for the practice of faith therefore it requires tranquil environment with no interruptions during faith services.
- At our parish, we have many children and young adults playing at the church grounds. I am deeply concern with safety of these children if Sound Transit decides to build a station and rail lines near our property.
- As seen on the news, we will see increase in traffic and number of accidents near rail lines and the station.
- Our property and building structures will suffer significant diminish value as result of rail lines near our properties.
- The rail lines will have a direct impact to both pastors and sisters housing. Such area must be tranquil not only for their daily prayer services, but also for them to prepare faith service parishioners.

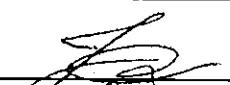
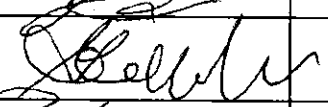
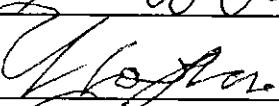
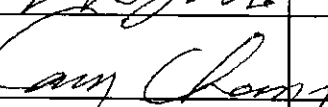
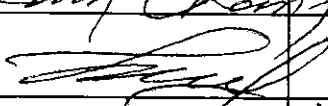

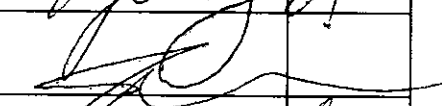
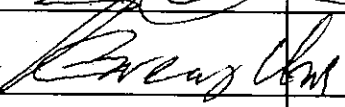
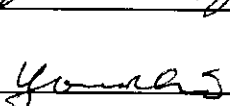
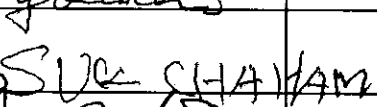
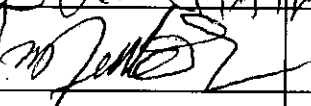
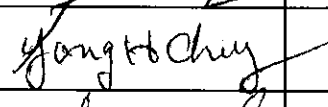
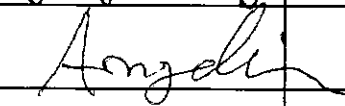
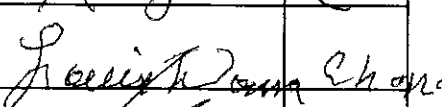
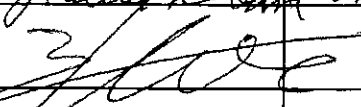
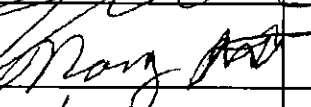
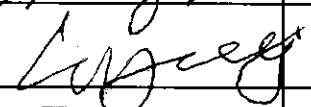
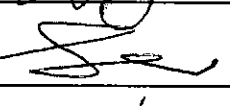
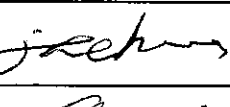

Therefore, we are opposing the Sound Transit's plan 1, 3A, 3B and 4A.

Feel free to contact me if you have any questions.

Thank you

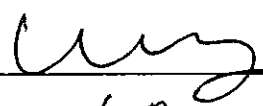
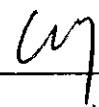
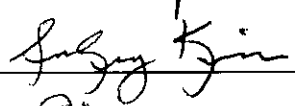
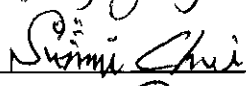
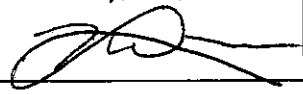
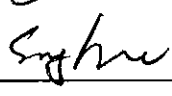
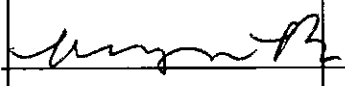
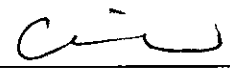
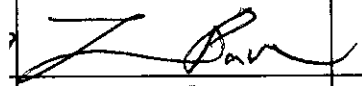

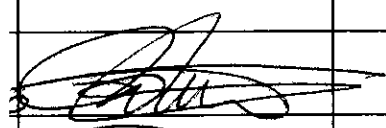
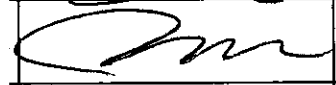
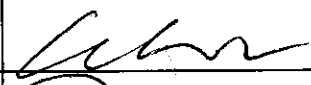
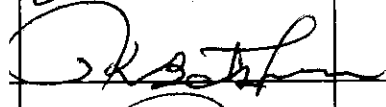
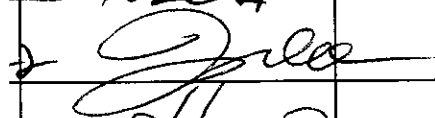
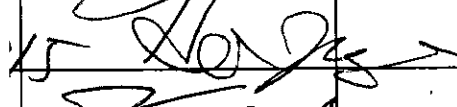
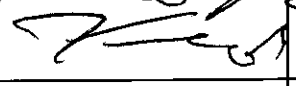

Hyungyu Kim

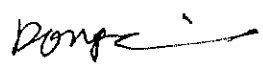
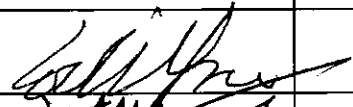

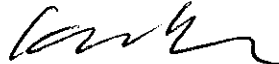

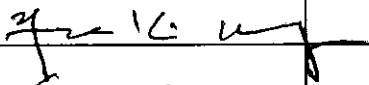
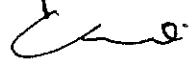
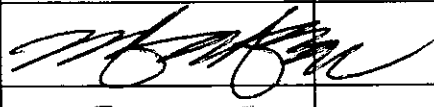


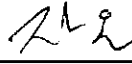
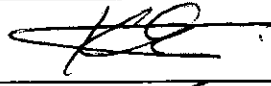
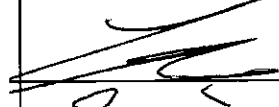
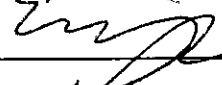

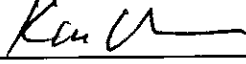
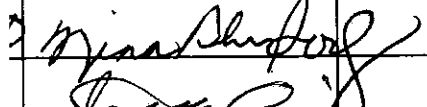
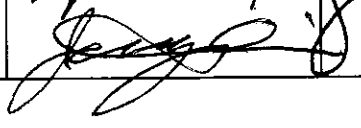
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|----|-----------------|--------------|---|
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| 2 | CHOON HO SHIN | |  |
| 3 | CHESIL YI | |  |
| 4 | Sam D JAMES | |  |
| 5 | Joe Lee | |  |
| 6 | WON KIM | |  |
| 7 | SANG HAN | |  |
| 8 | Nam Hewi Hor | |  |
| 9 | Merp Hui Ren | |  |
| 10 | Fofa Sam BATE | |  |
| 11 | KIM IN OK | |  |
| 12 | Sam D. Kim | |  |
| 13 | Sylvia Kim | |  |
| 14 | Charles Kosmick | |  |
| 15 | Pyong Hoon Yoon | |  |
| 16 | Sook Ja Kim | |  |
| 17 | Bella Y. Kim | |  |
| 18 | Tungba Kim | |  |
| 19 | Sang D PARK | |  |
| 20 | Joong Sook Kim | |  |

| No | Name | Phone Number | Sign | |
|----|----------------|--------------|---|--|
| 21 | Sisco Kon | |  | |
| 22 | Gen Paek | |  | |
| 23 | Suji Paek | |  | |
| 24 | Casey Cherry | |  | |
| 25 | Kyung Lee | |  | |
| 26 | Hyunyoung Kim | |  | |
| 27 | Joan Sinn | |  | |
| 28 | GREGORY UM | |  | |
| 29 | YONGIN KIM | |  | |
| 30 | Shi Kan | |  | |
| 31 | Michael Chuy | |  | |
| 32 | Yong H CHANG | |  | |
| 33 | OK Hee KIM | |  | |
| 34 | Donna Chong | |  | |
| 35 | Tue Yi | |  | |
| 36 | Mary Northcott | |  | |
| 37 | Karl McCus | |  | |
| 38 | Sam Choi | |  | |
| 39 | Jae-hoon Choi | |  | |
| 40 | Andrew Choe | |  | |

| No | Name | Phone Number | Sign | |
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| 41 | 김영숙 | | Kim | |
| 42 | 정정신 (사실리아) | | C. C. | |
| 43 | 허용주 (오관) | | Hur | |
| 44 | 윤갑영 (신분) | | Yoon | |
| 45 | 고한영 | | Goh | |
| 46 | Thomas Kim | | Kim | |
| 47 | Thonghe Lee | | Lee | |
| 48 | Rosa A Lee | | Rosa | |
| 49 | 미숙미 (Elizabeth) | | Me | |
| 50 | Ju Yeon Ko | | Ju | |
| 51 | SHIN Young Suk | | Shin | |
| 52 | Arem Shim | | Arem | |
| 53 | Lynna Kim | | Lynna | |
| 54 | Soon, Kim | | Soon | |
| 55 | Pick forvals | | Pick | |
| 56 | Jung Suk Choi | | Jung | |
| 57 | Grace Cho | | Grace | |
| 58 | Kiyul McDonald | | Kiyul | |
| 59 | Tae Chul | | Tae | |
| 60 | Wan Wshan | | Wan | |





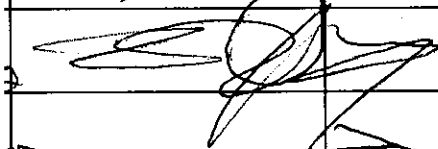

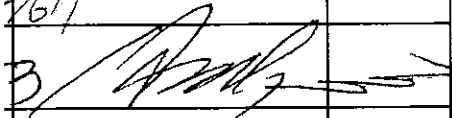
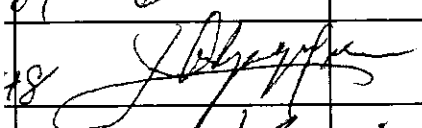

| No | Name | Phone Number | Sign | |
|----|----------------|--------------|------|--|
| 61 | LIM YANG TEEK | | ✓ | |
| 62 | KIM CHANG BAE | | | |
| 63 | Yong M. Kane | | | |
| 64 | Joong Y. Choi | | | |
| 65 | Sang Rae Kim | | | |
| 66 | Sang K Ro | | | |
| 67 | Byang C Ro | | | |
| 68 | Susan Cha | | | |
| 69 | Teresa Kwon | | | |
| 70 | Yaeck Sock Kim | | | |
| 71 | Don H. Stagner | | | |
| 72 | HUISUK HAN | | | |
| 73 | Young J Kim | | | |
| 74 | OK Ja Kwon | | | |
| 75 | Gaege De Wael | | | |
| 76 | Kim Nakul | | | |
| 77 | Yang Eun Hee | | | |
| 78 | Teresa Hong | | | |
| 79 | Kean Hong | | | |
| 80 | Sun Young Park | | | |


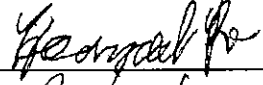
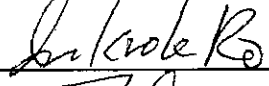
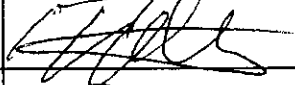


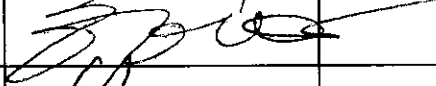


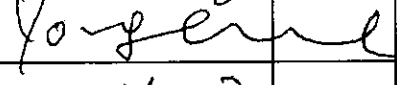
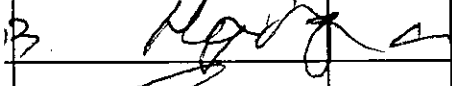
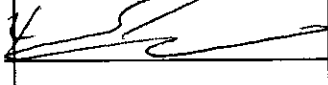

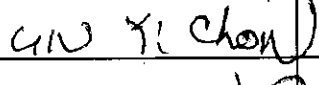
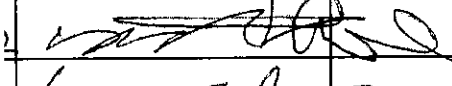
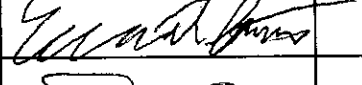
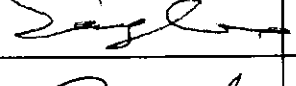
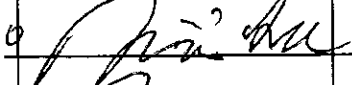
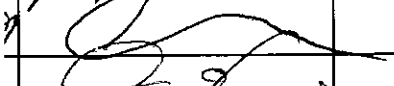

| No | Name | Phone Number | Sign | |
|-----|------------------|--------------|---|--|
| 81 | Hyun Kyoung | |  | |
| 82 | Tae Bae | |  | |
| 83 | Sunhwy Bae | |  | |
| 84 | Sunmi Choi | |  | |
| 85 | Hannah Lee | |  | |
| 86 | Sunhee Bursinger | |  | |
| 87 | Jung Ae Ko | | 고정애 | |
| 88 | Soo Park | |  | |
| 89 | Chong Kun Sa | |  | |
| 90 | Jekyung Park | |  | |
| 91 | Angelica Choi | |  | |
| 92 | Joseph Kwon | | | |
| 93 | Daniel Kim | |  | |
| 94 | Adella Kim | |  | |
| 95 | Sang Ha | |  | |
| 96 | Ki BOK Lee | |  | |
| 97 | Jun A Sim Lee | |  | |
| 98 | Ho Jung Kim | |  | |
| 99 | Kenan Cho | |  | |
| 100 | Sylvia Ku | |  | |


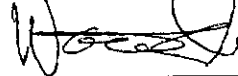
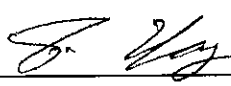
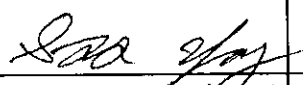
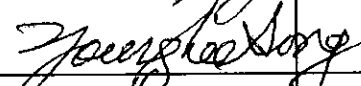
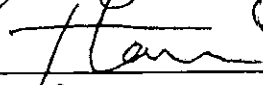
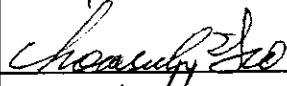



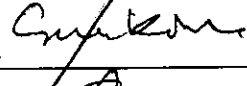

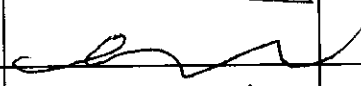

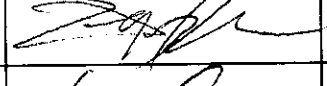
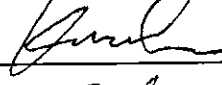
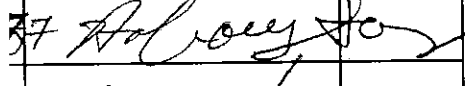
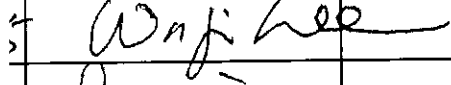

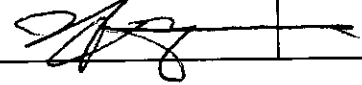
| No | Name | Phone Number | Sign | |
|-----|----------------|--------------|---|--|
| 101 | Dong Soon Kim | |  | |
| 102 | HYUN HO CHEA | |  | |
| 103 | MYUNGIL MOON | |  | |
| 104 | Kim Ki won | | | |
| 105 | HEA JOON KIM | | | |
| 106 | MI KYOUNG KOH | |  | |
| 107 | Yoon Seon Ryu | |  | |
| 108 | Kihang Yoon | |  | |
| 109 | Kun Soo Kim | |  | |
| 110 | Sung Hun Kang | |  | |
| 111 | Aaron Kang | |  | |
| 112 | OH, Dongh O. | |  | |
| 113 | Lee, Jaon | |  | |
| 114 | Guchun Kuon | |  | |
| 115 | Go Ryu | |  | |
| 116 | Eun Ryu | |  | |
| 117 | YOUNG ehae | |  | |
| 118 | KUM CHOT | |  | |
| 119 | Minh B. Dong | |  | |
| 120 | Jeong Honra to | |  | |

| No | Name | Phone Number | Sign | |
|-----|-----------------|--------------|------------------|--|
| 121 | HYONOK Ruck | | | |
| 122 | HYE YOUNG CHUNG | | 10 | |
| 123 | Han Koo Kim | | 4 Cin | |
| 124 | Sunghee Kim | | 13 Cwan | |
| 125 | Hyangok | | 18 Hecy. Kim | |
| 126 | Steven Song | | 1 Arata | |
| 127 | Grace Kang | | 2 Ghanim | |
| 128 | Jonathan Jung | | | |
| 129 | Steven King | | 1 Steven | |
| 130 | Hyunsook Koo | | 1 Koo | |
| 131 | James Kang | | 1 James | |
| 132 | Jae Phee | | 1 Jae Phee | |
| 133 | Hyesub Song | | 1 Hyesub Song | |
| 134 | Hansem Ro | | 1 Edgar 120 | |
| 135 | Laila Martin | | 1 Laila martin | |
| 136 | Jin Lee | | 1 Jin Lee | |
| 137 | Kyung M Yun | | 1 Kyung M Yun | |
| 138 | HWA S. LEE | | 1 Hwa S. Lee | |
| 139 | Kyong H. Chung | | 1 Kyong HO Chung | |
| 140 | Yong Sook Park | | 1 Yong Sook Park | |

| No | Name | Phone Number | Sign | |
|-----|----------------|--------------|--------------|--|
| 141 | XOO. JONG. SAN | | Jongho Yoo | |
| 142 | WANG SAK CHANG | | Chang | |
| 143 | HERAN CHANG | | Hera Chang | |
| 144 | Songchan Choi | | Choi | |
| 145 | Charlie Kwon | | Kwon | |
| 146 | Lee, Jaesoo | | Jaesoo Lee | |
| 147 | LUCAS Bae | | Lucas Bae | |
| 148 | HAN EUN HUI | | Han Eun Hui | |
| 149 | KYUNG LEE | | Kyung Lee | |
| 150 | Hannah Cho | | Hannah Cho | |
| 151 | Young Cho | | Young Cho | |
| 152 | PAUL LEE | | Paul Lee | |
| 153 | Vivian Lee | | Vivian Lee | |
| 154 | Dok Lee | | Dok Lee | |
| 155 | Kwan Kim | | Kwan Kim | |
| 156 | Lee Say Gwan | | Sy Gwan | |
| 157 | Eun Choi | | Eun Choi | |
| 158 | Chung H Lee | | Chung H Lee | |
| 159 | Jung W Kim | | Jung W Kim | |
| 160 | Gui'hae Yoon | | Gui'hae Yoon | |

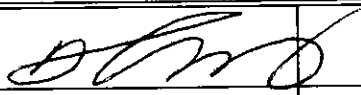
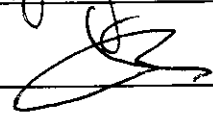
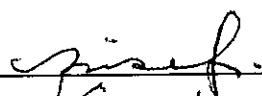
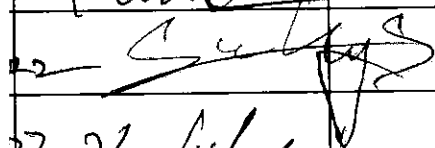
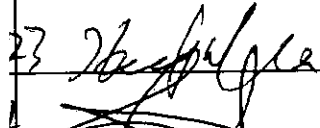


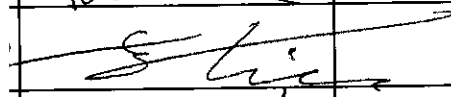
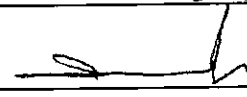
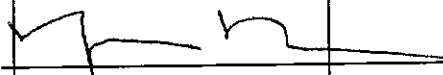
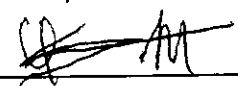
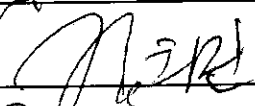
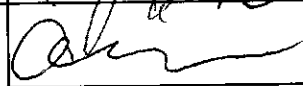
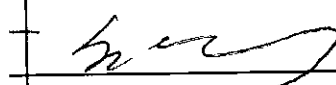
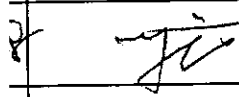

| No | Name | Phone Number | Sign |
|-----|---------------|--------------|--|
| 161 | 박민주 | | Sydaer |
| 162 | 오윤이 | | YoonHee |
| 163 | 이재수 | |  |
| 164 | 이병선 | | 100 myeong hee |
| 165 | 김병성 | |  |
| 166 | 최해자 | | 3  |
| 167 | 유서연 | | 21  |
| 168 | 이영주 | | 2  |
| 169 | 박동하 | | 3  |
| 170 | 강지나 | | 42 gina kang |
| 171 | 강영숙 | | 38. yay. ✓ |
| 172 | 이정옥 | | 3617 |
| 173 | LEE | | 3  |
| 174 | 서순옥 | | 3 Seonuk Suk |
| 175 | 이진주 | | 41 I Jin Joo |
| 176 | 유정민 | | 81 ee |
| 177 | 오상태 | | 78  |
| 178 | 김혜진 | | 3  |
| 179 | Myung-hee Lee | | MyungHeeLee |
| 180 | Hyerin Song | | Hyerin Song |

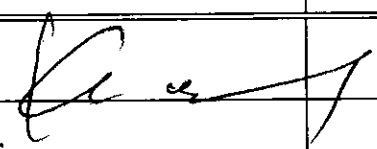
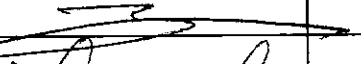
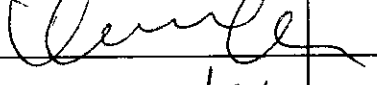
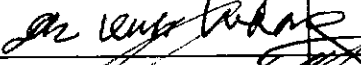



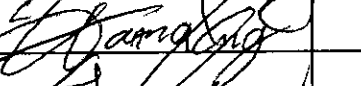
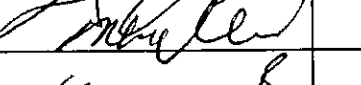
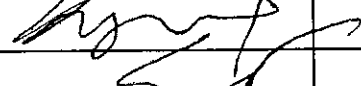

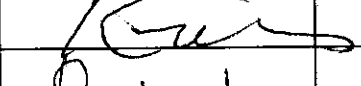
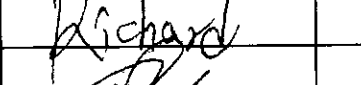
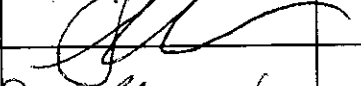
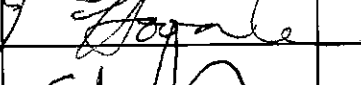


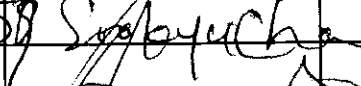
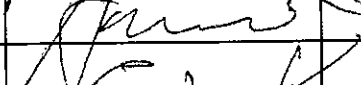

| No | Name | Phone Number | Sign | |
|-----|------------------------|--------------|---|--|
| 181 | Cham Ro | |  | |
| 182 | Hanyou Ro | |  | |
| 183 | Inkook Ro | |  | |
| 184 | Tony Chang | |  | |
| 185 | Sole Ro | |  | |
| 186 | Sung J Jung | |  | |
| 187 | Gwang Moo HUR | |  | |
| 188 | Yong Lee | |  | |
| 189 | Min S. Kye | |  | |
| 190 | Young Choe | |  | |
| 191 | Hyunjeong | |  | |
| 192 | Min Sun Jun | |  | |
| 193 | Cham Sun Yin | |  | |
| 194 | Chun Gichon | |  | |
| 195 | Min Sam Kim | |  | |
| 196 | Eunil Kim | |  | |
| 197 | Sung Lee | |  | |
| 198 | Min SA LG | |  | |
| 199 | Andy Ro | |  | |
| 200 | Paul/Tung/John | |  | |


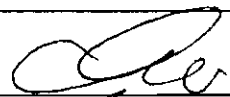
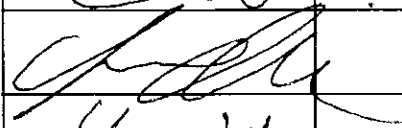
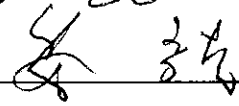
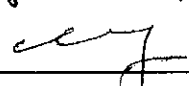
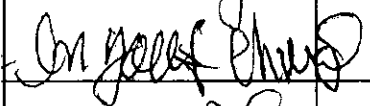

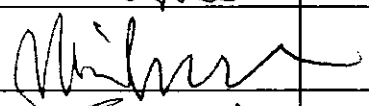
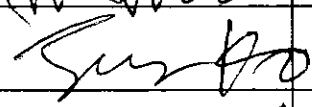
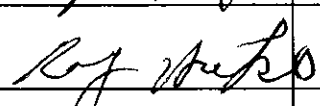
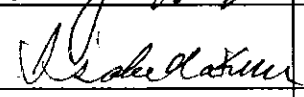
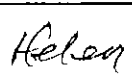
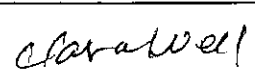
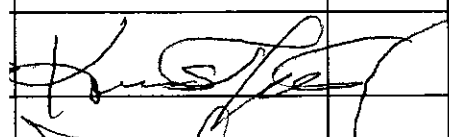

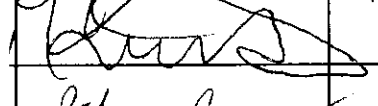
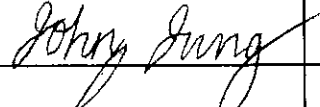

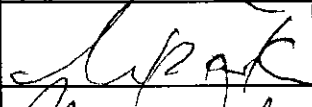
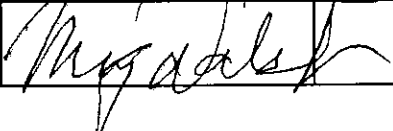
| No | Name | Phone Number | Sign | |
|-----|---------------|--------------|---|--|
| 201 | Hyeonsook Lee | |  | |
| 202 | Woo JAE # | |  | |
| 203 | Ji Yang | |  | |
| 204 | Soo Yang | |  | |
| 205 | Young song | |  | |
| 206 | Hamin Yun | |  | |
| 207 | chom-suk so | |  | |
| 208 | sun han | |  | |
| 209 | Corrine Th | |  | |
| 210 | Hwasun oh | |  | |
| 211 | Sue 김 현숙 | |  | |
| 212 | 김명선 | |  | |
| 213 | 최 순서 | |  | |
| 214 | phan Loan | |  | |
| 215 | DASUN SUR | |  | |
| 216 | kuangung Yu | |  | |
| 217 | Hoboun Song | |  | |
| 218 | Wm-Jac Lee | |  | |
| 219 | Rosa S Chin | |  | |
| 220 | Sungang Nam | |  | |

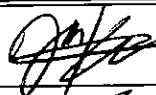

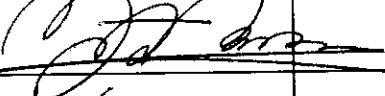
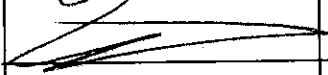
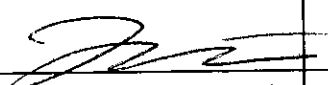
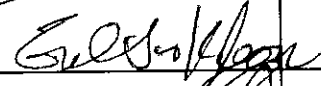

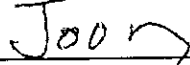
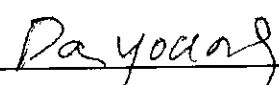
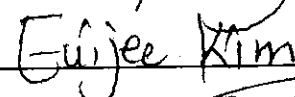
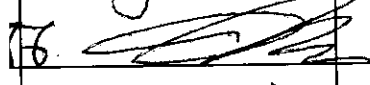
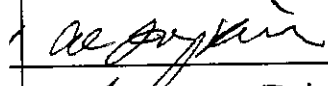
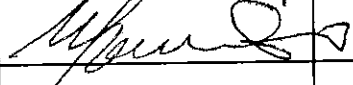
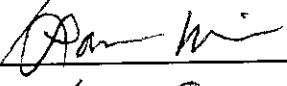

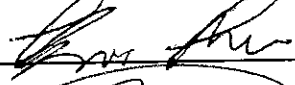
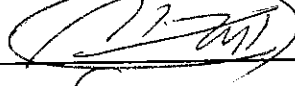
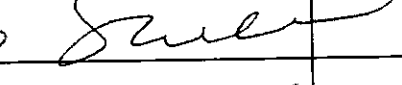
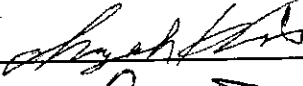
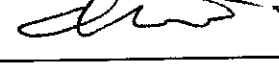
| No | Name | Phone Number | Sign | |
|-----|---------------|--------------|---------------|--|
| 221 | Chongae Yong | | Chongae Yong | |
| 222 | YI, Yong Suk | | Yong Suk Yi | |
| 223 | HeeSook Kim | | HeeSook Kim | |
| 224 | SunHee Bae | | SunHee Bae | |
| 225 | Mira Kim | | Mira Kim | |
| 226 | Sunny Bae | | Sunny Bae | |
| 227 | Claire Park | | Claire Park | |
| 228 | Nayoung Lim | | Nayoung Lim | |
| 229 | Albert Kim | | Albert Kim | |
| 230 | Yoonbin Choi | | Yoonbin Choi | |
| 231 | Yoonbin Choi | | Yoonbin Choi | |
| 232 | Eunhyoung Kim | | Eunhyoung Kim | |
| 233 | Chang Ahn | | Chang Ahn | |
| 234 | Yoonjung Choi | | Yoonjung Choi | |
| 235 | Young Lee | | Young Lee | |
| 236 | Ming Lee | | Ming Lee | |
| 237 | Ok Ja Yoo | | Ok Ja Yoo | |
| 238 | Chang H Shaw | | Chang H Shaw | |
| 239 | Jemada Choi | | Jemada Choi | |
| 240 | Paul Kim | | Paul Kim | |

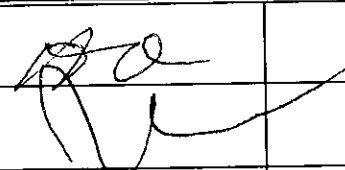

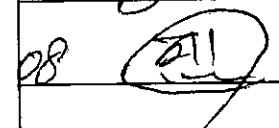

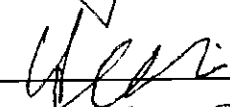
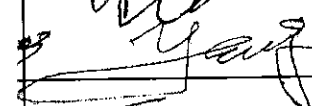
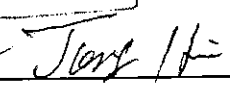
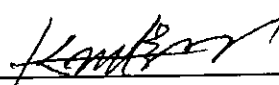
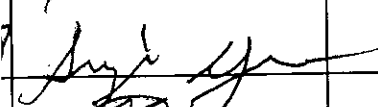

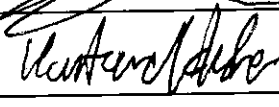
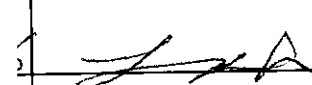
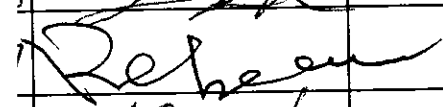
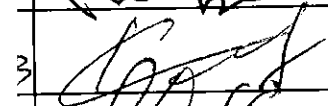
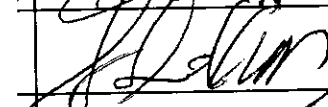
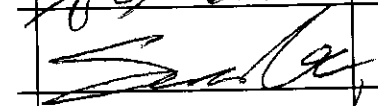
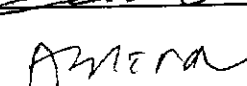
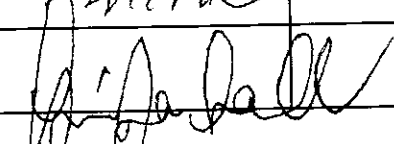
| No | Name | Phone Number | Sign | |
|-----|------------------|--------------|------|--|
| 241 | Yim. haesook | | | |
| 242 | Yim, min soon | | | |
| 243 | Oh. Michelle | | | |
| 244 | Hyeran Sim | | | |
| 245 | Jiwoo Kim | | | |
| 246 | Young-Suk Lee | | | |
| 247 | Teresa Ku | | | |
| 248 | Veronica KIM | | | |
| 249 | Um, Mari:theresa | | | |
| 250 | DANNY VILLO | | | |
| 251 | DANNY PARK | | | |
| 252 | Jung. Eunice | | | |
| 253 | PATRICIA REYES | | | |
| 254 | Seoyeon Jo | | | |
| 255 | Dong Lee | | | |
| 256 | Wimjung hui | | | |
| 257 | Danny Kim | | | |
| 258 | He Sun | | | |
| 259 | Joyeon JanZy | | | |
| 260 | Sun JANG | | | |

| No | Name | Phone Number | Sign | |
|-----|----------------|--------------|---|--|
| 261 | Ahn Shin | |  | |
| 262 | Gyung ok Im | | Gyung | |
| 263 | B.K. Lee | |  | |
| 264 | Samhyoo NA | | Na m | |
| 265 | Sung-ki Hwang | |  | |
| 266 | Yunhee Kwak | | Kwak | |
| 267 | 이재영 | |  | |
| 268 | 이재영 | |  | |
| 269 | Anna Lee | |  | |
| 270 | Chung Lee | |  | |
| 271 | Kyung-hwa Youn | | Youn | |
| 272 | Dong Kim | |  | |
| 273 | James Choe | |  | |
| 274 | Yoori Pak | |  | |
| 275 | Austin Tokk | |  | |
| 276 | 김희진 | |  | |
| 277 | Angela Yoon | |  | |
| 278 | 이영희 | |  | |
| 279 | 이영희 | |  | |
| 280 | 이영희 | |  | |

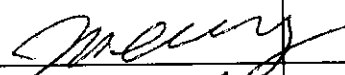

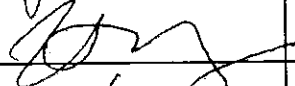
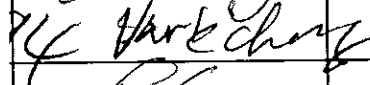

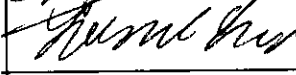
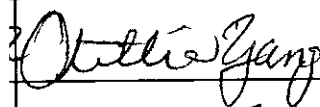
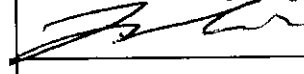
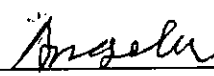
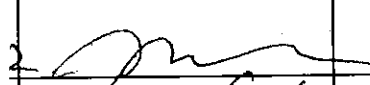
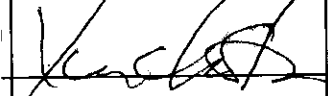
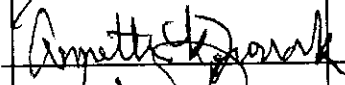
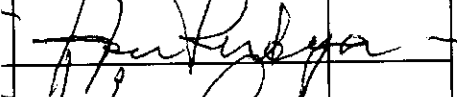

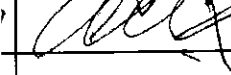

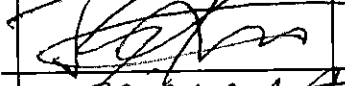
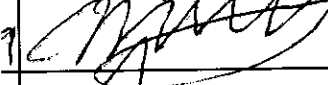
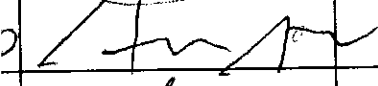

| No | Name | Phone Number | Sign | |
|-----|------------------|--------------|---|--|
| 281 | KU O Chung | |  | |
| 282 | Michael Sun | |  | |
| 283 | Young H. Kim | |  | |
| 284 | IK DUK WITAM | |  | |
| 285 | Bok Sook Kim | |  | |
| 286 | Mihwa Jung | |  | |
| 287 | Soon Jong Hwang | |  | |
| 288 | Hanna Jung | |  | |
| 289 | Tok C Green | |  | |
| 290 | Kyung J. Park | |  | |
| 291 | Soo Kwon Oh | |  | |
| 292 | Kim Jun JA | |  | |
| 293 | Richard. D. Hall | |  | |
| 294 | Sue Chan | |  | |
| 295 | Hee Won Lee | |  | |
| 296 | Edwin Shun | |  | |
| 297 | Kwicheon Cep | |  | |
| 298 | Soon Jang | |  | |
| 299 | Andrew Kim | |  | |
| 300 | Evin Kim | |  | |

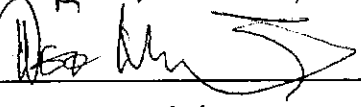
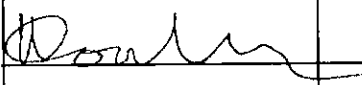

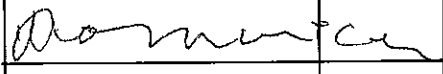

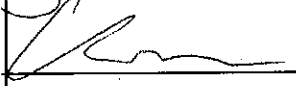
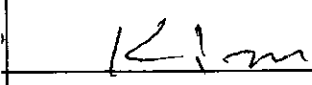

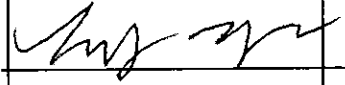
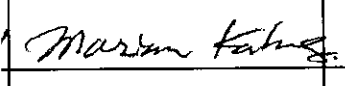
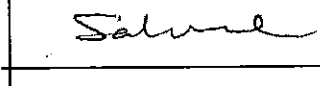
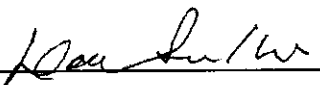
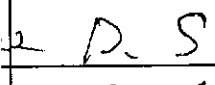

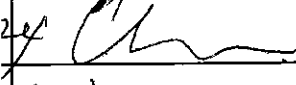
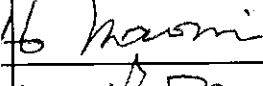

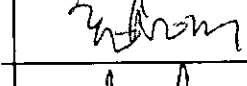
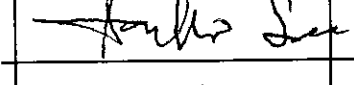

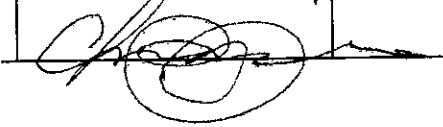
| No | Name | Phone Number | Sign | |
|-----|-----------------|--------------|---|--|
| 301 | Namsook Kim | |  | |
| 302 | Serena Cho | |  | |
| 303 | Yeong Chri | |  | |
| 304 | Hyung B. Ahn | |  | |
| 305 | Chiwon. chaf | |  | |
| 306 | W. CHANG | |  | |
| 307 | Eun Shin | |  | |
| 308 | Minhyun Nam | |  | |
| 309 | Sun-jun Ko | |  | |
| 310 | Raj, & Jacob | |  | |
| 311 | Isabella Kim | |  | |
| 312 | Heleen Bell | |  | |
| 313 | clara cresswell | |  | |
| 314 | Kerns Tate | |  | |
| 315 | Ji-Young Kim | |  | |
| 316 | Seung Sik Kim | |  | |
| 317 | JOHN JUNG | |  | |
| 318 | Soon Kim | |  | |
| 319 | Myung S Park | |  | |
| 320 | Mingja Walsh | |  | |


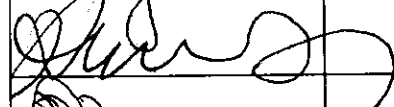
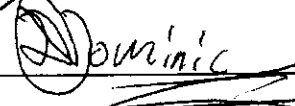
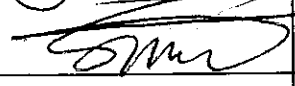
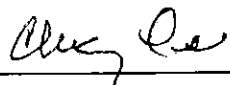
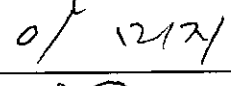

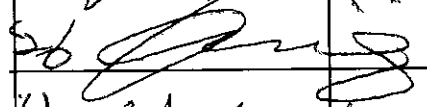
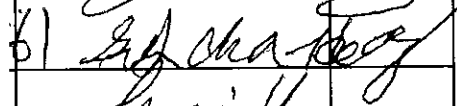
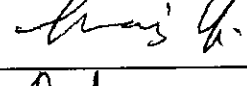
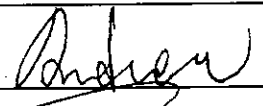
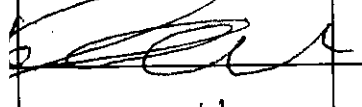
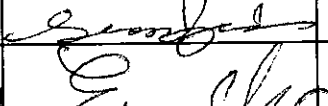
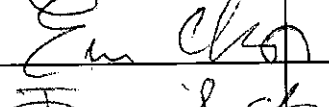
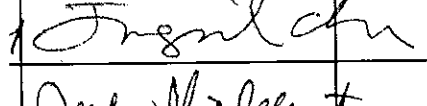
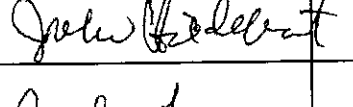
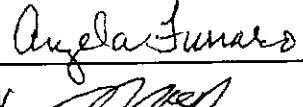

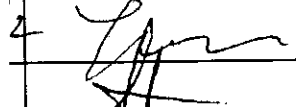
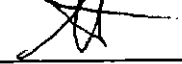
| No | Name | Phone Number | Sign | |
|-----|----------------|--------------|---|--|
| 321 | Jiwon Kwon | |  | |
| 322 | Steve Kim | |  | |
| 323 | Andrew J. Kim | |  | |
| 324 | Justin Cho | |  | |
| 325 | JJ Jung | |  | |
| 326 | Eul Sook Jeon | |  | |
| 327 | So Hyeok | |  | |
| 328 | Sang Joon Yoon | |  | |
| 329 | Da Young Jung | |  | |
| 330 | Euijee Kim | |  | |
| 331 | Jay Shun | |  | |
| 332 | Ae Ga Kim | |  | |
| 333 | Young Hee Kim | |  | |
| 334 | Laura Kim | |  | |
| 335 | Hyun G. Cha | |  | |
| 336 | Yong W. Seung | |  | |
| 337 | Agnes Shin | |  | |
| 338 | Yasuna Kim | |  | |
| 339 | Changoh Kim | |  | |
| 340 | Cher Jun | |  | |

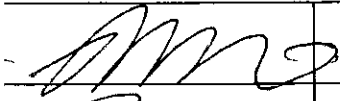

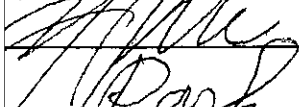
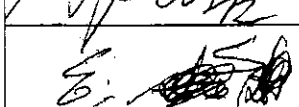
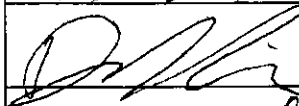
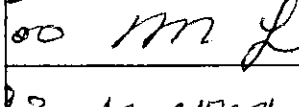
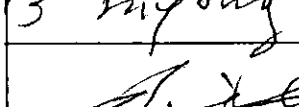
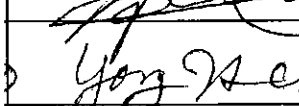
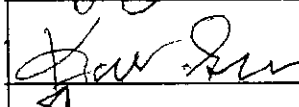
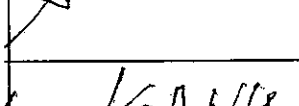
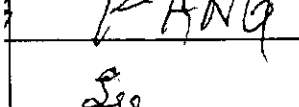
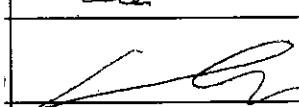
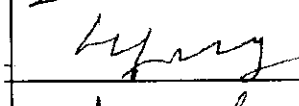
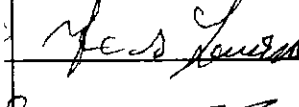
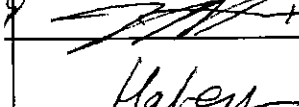
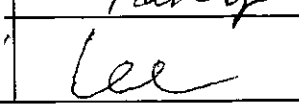


| No | Name | Phone Number | Sign | |
|-----|--|--------------|---|--|
| 341 | Young Roh | |  | |
| 342 | Man C. SEO | | | |
| 343 | Yongchul Lee | |  | |
| 344 | Kwae Yel Lee | |  | |
| 345 | PETER K LEE | | | |
| 346 | MICHAEL CHANG | |  | |
| 347 | Yong NICKSON | |  | |
| 348 | Paul Sun Yang | |  | |
| 349 | Jong H Kim | |  | |
| 350 | Haemya Kim | |  | |
| 351 | Sun Yi YOUN | |  | |
| 352 | HO SUK Klam | |  | |
| 353 | Hunter, ulshafur | |  | |
| 354 | Jungmi Park | |  | |
| 355 | REBECCA LEE MISS JURY | |  | |
| 356 | Dai BANG KANS | |  | |
| 357 | Song S. Kim | |  | |
| 358 | Song J Lee | |  | |
| 359 | Mira Yeom | |  | |
| 360 | Kuifa Hall | |  | |


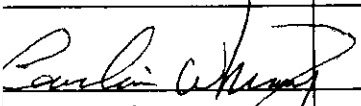





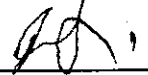
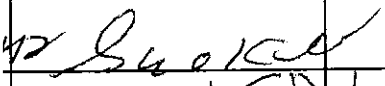
| No | Name | Phone Number | Sign |
|-----|-----------------------|--------------|---------------|
| 361 | Yong S Kim | | YONG S KIM |
| 362 | Yong H Kim 25E | | YONG H KIM |
| 363 | OK Soon Kim | | OK Soon Kim |
| 364 | Harin Song | | 35 Chura |
| 365 | Jung Ja Lee | | Jung Ja Lee |
| 366 | Kwi Young Yun | | Kwi Young Yun |
| 367 | Kil Che Kim | | Kil Che Kim |
| 368 | Bok Man Kim | | Bok Man Kim |
| 369 | Yong HAN Yi | | Yong HAN Yi |
| 370 | TOK Yi | | TOK Yi |
| 371 | Sook Hee Cho; | | Sook Hee Cho; |
| 372 | Sylvia Yun | | Sylvia Yun |
| 373 | Min Kim | | Min Kim |
| 374 | Soonie Kim | | Soonie Kim |
| 375 | Soon Sung Kim | | Soon Sung Kim |
| 376 | Hyo Sung Shin | | Hyo Sung Shin |
| 377 | Harry Shin | | Harry Shin |
| 378 | Chang Pak Kim | | Chang Pak Kim |
| 379 | Hal Sook Park | | Hal Sook Park |
| 380 | Chun Lee | | Chun Lee |

| No | Name | Phone Number | Sign | |
|-----|---------------------|--------------|---|--|
| 381 | Jung S. Meang | |  | |
| 382 | Ju h g S. Kim | |  | |
| 383 | Gio Hwang | |  | |
| 384 | Park Chong-Hui | |  | |
| 385 | Koo Sunn Coon | |  | |
| 386 | Younghae Choi | |  | |
| 387 | Otilia Yang | |  | |
| 388 | Jeongmin Kim | |  | |
| 389 | Zh $\frac{1}{2}$ Li | |  | |
| 390 | Yoon, Sung | |  | |
| 391 | Yoon. Chul S. | |  | |
| 392 | Annette Novak | |  | |
| 393 | Huan Otho Figar | |  | |
| 394 | Lang Suk Segei | |  | |
| 395 | Wally H. Pardo | |  | |
| 396 | Ob 262 | |  | |
| 397 | Joseph Kwan | |  | |
| 398 | Bok Jin Kwon | |  | |
| 399 | Aekyoung Ahn | |  | |
| 400 | Jung H. Ahn | |  | |

| No | Name | Phone Number | Sign | |
|-----|--|----------------|---|--|
| 401 | OK & Lee | 677 | OK & Lee | |
| 402 | Dea Mr.  | |  | |
| 403 | Woo. Gloria | |  | |
| 404 | Woo. Monica | |  | |
| 405 | Kim John | |  | |
| 406 | Kim Ily | |  | |
| 407 | Kim Chunggi | |  | |
| 408 | YUN, Jong ok | |  | |
| 409 | YUN. Myung Kun | |  | |
| 410 | Marianna KAHNG | |  | |
| 411 | DOSUK CHOI | |  | |
| 412 |  | |  | |
| 413 | Yong H. Kim | |  | |
| 414 | Choi, Chup | |  | |
| 415 | Wooni Cho | |  | |
| 416 | Park Chang heon | |  | |
| 417 | Hong Seong Mi | |  | |
| 418 | Taehee Lee | |  | |
| 419 | Hesook Hwang | |  | |
| 420 | Chang Kim | |  | |

| No | Name | Phone Number | Sign | |
|-----|-----------------|--------------|---|--|
| 421 | EUNJUNG LEE | |  | |
| 422 | Audrey Yang | |  | |
| 423 | Dominic Hwang | |  | |
| 424 | Su Kyung oh | |  | |
| 425 | Chong Lee | |  | |
| 426 | MIJI, LEE | |  | |
| 427 | Sun Kim | |  | |
| 428 | Mijon Hyun | |  | |
| 429 | Suk Ch Heay | |  | |
| 430 | Hai Og Yi | |  | |
| 431 | Andrew Jung | |  | |
| 432 | Soo Young Suh | |  | |
| 433 | Soon Hyun | |  | |
| 434 | Eun K. Uhn | |  | |
| 435 | Jung al cho | |  | |
| 436 | Sohu Hildebrand | |  | |
| 437 | Angela Fururo | |  | |
| 438 | Yonsuk Kim | |  | |
| 439 | Toon, Ji | |  | |
| 440 | Lee k | |  | |

| No | Name | Phone Number | Sign | |
|-----|----------------------|--------------|---|--|
| 441 | Sean Kim | |  | |
| 442 | Tung Ho Kim | |  | |
| 443 | Young Soon Park | |  | |
| 444 | WON MO Park | |  | |
| 445 | Eel R Suh | |  | |
| 446 | Dasom Kim | |  | |
| 447 | Lee, Moon Won | |  | |
| 448 | Myoung Ja Lee | |  | |
| 449 | YOUNG HEE LEE | |  | |
| 450 | Yong Hye Chang | |  | |
| 451 | YOUNG OSA | |  | |
| 452 | KANG BONG | |  | |
| 453 | OK & Lee | |  | |
| 454 | Jihoe Cho | |  | |
| 455 | Hyungkyu Mun | |  | |
| 456 | Ye. Lawrence | |  | |
| 457 | Myung K Ahn | |  | |
| 458 | Halcy Nam | |  | |
| 459 | Myung Sook Lee | | | |

| No | Name | Phone Number | Sign | |
|-----|-----------------|--------------|---|--|
| 460 | Daniel Lee | |  | |
| 461 | Cecilia Whang | |  | |
| 462 | JAE C KIM | |  | |
| 463 | Myung o Lee | |  | |
| 464 | Chang Shin Kwak | |  | |
| 465 | Jong Sook Kwak | | J/K | |
| 466 | Jenny Kwak | | M/K | |
| 467 | Julia Kwak | | J/K | |
| 468 | 진 경자 | | CU | |
| 469 | Rick Kim 김두현 | |  | |
| 470 | 김옥진 | | Um | |
| 471 | Tae Chul Lee | | 0) E/H/K | |
| 472 | Lee, Kyungsoo | |  | |
| 473 | Jung Un Lee | |  | |
| 474 | Yang Ja Lee | | YL | |
| 475 | San O/K LONGER | |  | |
| 476 | 8 0 0 N J A | | 800NJA/KH | |
| | | | | |
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