

7/14/2022 System Expansion Committee
Meeting Written Public Comment
Submissions

Submissions

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John Marchione – Washington State Public Stadium Authority

The substance of this message is in a letter included at the end of this document.

Please find attached our public comment for the upcoming Executive and System Expansion Committees. Thank you.

Zach Hensley

Vice President of Operations
General Manager Lumen Field & Event Center
Seattle Seahawks/First & Goal Inc.

Zachh@Seahawksfgi.com



John Marchione

Executive Director
Washington State Public Stadium Authority | LumenField and Event Center
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Phelan Rolloson Halbhuber

Residents are actively concerned about the proposed expansion in the CID, especially in regards to pollution, traffic issues, displacement, and loss of culture. By ignoring these concerns, and refusing their calls to explore less harmful options, you are inflicting harm upon a community that has already suffered

redlining, gentrification, and the destruction that came with the building of the stadiums. Listen to the residents, and follow through on options that allow the CID community to self-determine what their environment looks like.

Sincerely,

Phelan Rolloson Halbhuber

Wren Thompson

Hello!

I am writing with concern regarding Sound Transit's expansion to the CID. The current plans disregard the local communities' needs, including the health and well-being for elderly and vulnerable populations.

As a responsible decision-making group, the board should heed the voices of the community that have repeatedly organized to make themselves heard. They have provided data and reports regarding the community desires and concerns, making it easy for Sound Transit to access this information. There is no excuse for the destruction of housing, small businesses, daily life, and cultural heritage when their voices are so readily available. Listen to them.

Wren Thompson

Museum Evaluation and Research

Seattle

Meilani Mandery

Good morning,

As a worker and resident in the Chinatown International District (CID), I urge the city council to reject all the proposed sites of the Link light rail expansion. Many community members do not want a new station here at all. The construction and lasting impacts of displace and gentrification would be devastating to the neighborhood. Forcing this station in a densely populated area while Stadium and SODO stations are not considered for the regional hub reeks of racism. The CID is a low-income community of color that already suffers from environmental racism and public infrastructure projects that disproportionately negatively impact our elders, disabled, and children. This neighborhood does not need, or want, another station. It is not enough to urge Sound Transit to go back and study the impacts of 4th and 5th ave options; please urge them to study options outside of the CID.

Best wishes,

Meilani Mandery

Brien Chow

The substance of this comment is included in a letter attached to the end of this document.

We are making good progress to "Move Forward on 4th!"

But, we still need everyone's help to keep up the positive momentum to get the Sound Transit Board to Move Forward on 4th, NOT 5th!

So, please read the attached [UPDATE](#), put on your calendar to help, and share the *Save the CID information*.

We can make the Sound Transit Board "Move Forward on 4th, NOT 5th!" with your help and support. Save the CID!

Thank you,

Transit Equity for All, TEA

Hi, I'm Brien Chow from Chong Wa Benevolent Association

The DEIS comments are in, and the people have spoken: light rail on 5th Avenue is unacceptable. We are ready and willing to engage with your staff on new options that don't involve 5th. You now have some an extra few months to do that, thanks to City Resolution 32055. The CID community looks forward to hearing about the new options and helping you shape them to be culturally appropriate.

Thank you.

Brien Chow

Chong Benevolent Assn. Outreach Chair

[Barrie Arliss](#)

Thank you for the opportunity to speak today. My name is Barrie and for the last 12 years, I've been a resident in Ballard.

The "affordable proposal" selects IBB-2a, the tunnel alignment to Ballard station on 14th Avenue NW. This alternative would site the station over ½ mile from the heart of the Ballard district and require a majority of riders to cross major arterial of 15th Avenue NW to access the station.

I'm sure the board members who are unfamiliar with Ballard are thinking "it's just a block" – but it's so much more than that. Here's why:

- Siting the station at 14th Ave NW means crossing a six-lane major arterial and freight corridor to get to-and-from the transit station, which is extremely dangerous for pedestrians.
- The block between 15th Ave NW and 14th Ave NW is a very long block – approximately 100 feet long. Whereas the average block size west of 15th Ave NW is about 30-40 feet long.
- Walking from the heart of Ballard to 14th Ave NW is more than three football fields long, which will deter transit ridership for seniors, the disabled, those with mobility issues, and other at-risk groups.

I encourage board members who haven't walked the walk, to actually do so. Try walking from 14th to the center of Ballard with a cane, then with a wheelchair, then with a stroller. I recommend going on a busy Sunday, right before the farmer's market closes -- say 1:30. LMK how fast you get there from 14th.

LMK if you would consider doing that again and again. When considering your ridership, it's important to be the rider.

According to the 2021 cost estimates, IBB-2b would cost ~\$150M more than IBB-2a, which amounts to roughly 1% of the estimated total project cost. Design is only at 10% right now and it's safe to say that cost savings can be found as the design proceeds that will further reduce this cost – as we've seen thus far with the overall bridge vs tunnel options in Ballard.

With this in mind, we ask that the Board select IBB-2b as the preferred alternative for study in the FEIS.

Many thanks,
Barrie

Thomas Ackels

To the Sound Transit Committee,

Thank you for the opportunity to submit a comment for the meeting today. My name is Thomas Ackels and I am a local small business owner of Offbeat Films located in Ballard. I write today in regards to the incredibly important decision you have before you. A decision that will impact generations to come and businesses/communities of all shapes and sizes. This decision is an opportunity to change the future of our city for the better.

I have noticed that the “affordable proposal” selects IBB-2a, the tunnel alignment to Ballard station at 14 th Avenue NW. This alternative would site the station **over ½ mile** from the heart of the Ballard district and require the vast majority of riders to cross major arterial of 15 th Avenue NW to access the station or in return access the hundreds of small businesses that reside in Ballard. This seemingly one block difference is actually all the difference in the world. Here's why:

- Building the station at 14 th Ave NW means crossing a six-lane major arterial and freight corridor to get to-and-from the transit station, which is extremely dangerous and downright a nuisance for pedestrians.
- The block between 15 th Ave NW and 14 th Ave NW is approximately 100 feet long, 3-4x longer than an average block, meaning this is more accurately a 4 block difference with a major thoroughfare smack dab in the middle.
- Walking between the heart of Ballard and 14 th Ave NW is greater than three football fields long, which will deter transit ridership for a significant number of riders, including but not limited to: seniors, the disabled, those with mobility issues and other at-risk groups.

According to the 2021 cost estimates, IBB-2b would cost ~\$150M more than IBB-2a, which amounts to roughly 1% of the estimated total project cost. Design is only at 10% right now and it's safe to say that cost savings can be found as the design proceeds that will further reduce this cost – as we've seen thus far with the overall bridge vs tunnel options in Ballard.

But as we talk about cost I must ask you this: what about the cost of making the wrong decision here? If you save a few bucks but in return lose a significant amount of riders is it worth it? If you disappoint an entire neighborhood and generations to come, is it worth it? I always advocate in investing in our communities, investing in our local businesses and this is exactly how we can do that! It is an opportunity to change the future of our city for the better.

With all of this in mind, we strongly recommend that the Board select IBB-2b as the preferred alternative for study in the FEIS.

Good luck, all the best,

Thomas

Betty Lau

Hi, I'm Betty Lau.

Resolution 32055 has arrived in the nick of time! It holds Sound Transit accountable for RET outcomes and their own racial equity and social justice goals, allowing more time for Sound Transit to answer community questions, address community concerns in detail, and collaborate with community on finding solutions to 4th Avenue impacts. And who knows? Perhaps Sound Transit will identify a totally new alternative that leaves 4th and 5th Avenues intact!

Thank you.

Betty Lau, TEA co-founder
transitequityforall.org

Erik Sabiers

Hi, my name is Erik Sabiers and I am a resident in Ballard.

The "affordable proposal" selects IBB-2a, the tunnel alignment to Ballard station at 14th Avenue NW. This alternative would site the station a good distance from the CORE of Ballard's business district AND the residential population density AND require majority of riders to cross the major arterial of 15th Avenue NW to access the station.

Siting the station at 14th Ave NW means crossing a six-lane major arterial and freight corridor to get to-and-from the transit station, which is extremely dangerous for pedestrians.

The block between 15th Ave NW and 14th Ave NW is a very long block making use ease that much more difficult and potentially turning people "off" of making the trek to use transit.

Walking from the heart of Ballard to 14th Ave NW is more than three football fields long, which will deter transit ridership for seniors, the disabled, those with mobility issues and other at-risk groups.

According to the 2021 cost estimates, IBB-2b would cost ~\$150M more than IBB-2a, which amounts to roughly 1% of the estimated total project cost. Design is only at 10% right now and it's safe to say that cost savings can be found as the design proceeds that will further reduce this cost. It is important NOT to be penny wise and pound foolish on a 100 year project such as this. Usability, meaning both safety and proximity to resents and businesses, is the core long term goal.

With this in mind, we ask that the Board select IBB-2b as the preferred alternative for study in the FEIS.

Thanks for your consideration.

Erik Sabiers

Maria Barrientos

The substance of this comment is within a letter attached to the end of this document.

Please see the attached letter with comments of WSBLE alternatives from the Uptown Alliance

maria barrientos

barrientosRyan

206.369.6343

www.barrientosryan.com

Mercedes Fernandez

The substance of this comment are within the same letter submitted by the commenter above.

Dear Sound Transit Board:

On behalf of the Uptown Alliance and Land Use Review Committee Co-Chairs: Mercedes Fernandez and Maria Barrientos respectfully submit the attached comments to be reviewed at the July 14 System Expansion Committee.

Thank you,

Mercedes

Mercedes Fernandez

MFID | 206.713.7400

Marilyn Kennell-McMurray

WE OPPOSE DEL6 - VOTE TO NOT HAVE A PREFERRED ROUTE

Sound Transit's WSBLE DEIS is vague, superficial and incomplete. It is also callous with regards to West Seattleites and our precious eco-systems. Seattle City Council has wisely chosen **NOT to have a preferred route** for the ST WSBLE. We ask that the **System Expansion Committee to also vote to NOT have a preferred route**. A more comprehensive and **honest** look at the Delridge segment including the refinements to DEL6 is clearly

warranted. Until then we support the NO BUILD option.

MARILYN KENNEL-MCMURRAY

Gail Engler

I am writing to voice my objection to possible plans for Transit plans through Seattle's Chinatown/International District (CID) on 4th Avenue. I am opposed to this plan as it encroaches on this community which has already been encroached in the past because of other development in the area.

It is interesting to note that the CID was historically restricted to only being able to reside within certain borders. Red lining, restrictive covenants and discriminatory practices restricted Asians to the CID, as the only place Asians could live. And now it seems it is convenient to once again target this community.

By selecting the option of 4th Avenue it is likely that as many as 21 CID businesses could be destroyed. Not to mention displacement of jobs, residents and patrons. The prolonged 10 year construction would create constant obstacles to restaurants, shops, businesses, events and organizations.

To quote from a friend who would be effected by this option: "Not only would many small businesses be lost, but the bigger businesses that stay in the district would have unseen and increasing loss from people **avoiding** the area because eating, visiting and shopping would be hampered by 10 years of constant construction noise, vibration, dust and detours and parking problems. The CID cannot survive and thrive under these conditions."

The CID is already surrounded on all sides with constant heavy traffic - Jackson St. on the North, the I-5 Freeway on the East, the two stadiums on the South and the Train station and Underground Transit system on the West side. The CID cannot escape the unrelenting toxic airways.

Please reconsider the options and do not destroy the CID community!

Thank you for listening!

Gail Engler

Shandiny Gualip Contreras

Hi Sound Transit Committee meeting members,

I'm writing to oppose all proposals for the sound transit expansion in the CID.

The ultimate values and visions that I support are from and for the community members and elders who have shared the following impacts on the proposed expansion plans:

- ST3 will contribute to pollution and negative health impacts on residents.
- ST3 will negatively impact — erase, alter, and/or commodify — the existing cultures and histories in this area.

- ST3 will lead to further gentrification and displacement of community members.

I urge all members to review the data and responses from residents regarding ST3 in the following link, as I support and amplify community members needs and wishes :

<https://humbowsnohotels.wordpress.com/2022/07/06/report-back-whats-at-stake-community-response-to-sound-transit-expansion/>

Again, I'm writing to oppose all ST3 proposals in the CID — to protect the culture, residential community, housing and community members, local businesses and the health of this community.

- SGC

Colleen Horn

On behalf of the East Ballard Brewery District, please locate the Ballard Station at 15th, preferred Tunnel 15th Avenue Station Option (IBB-2b).

East Ballard is home to the nationally recognized East Ballard Brewery District, a craft industry providing local jobs and renowned product. Breweries and owners advocate, in the strongest possible terms, for Sound Transit and its partners to construct light rail with means and methods to minimize disruption to the Brewery District. This means:

- Locate station on 15th, underground
- Preserve pedestrian pathways
- Sound Transit must develop a specific communication plan for breweries during construction
- Study and mitigate construction impacts for Breweries
- Preserve usability of 14th , reduce street closures on 14th and east of 14th during construction

Locating the Ballard station on 14th Ave NW would severely negatively impact the district including: destroying access for critical deliveries and pedestrians/customers on 14th; make taprooms, especially outdoor areas, unusable due to noise and other construction nuisance; and potentially "take" a founding brewery's taproom for Sound Transit infrastructure, amongst other problems.

Breweries and property owners provided these and many other comments to the DEIS and are happy to organize and meet with Sound Transit to discuss further.

Best,

Colleen Horn

Jon Fields – Tacoma Power

The substance of this comment is within a letter attached to the end of this document.

Here is my comment on the expansion that will impact Pacific Iron

Thanks

Jon Fields

Tacoma Power Warehouse

James Vegas – Museum of Pop Culture

Included in this comment is a letter, which is attached at the end of this document.

July 13, 2022
Sound Transit System Expansion Committee
re: Comments ahead of July 14, 2022, committee meeting

SUBMITTED ELECTRONICALLY via emailtheboard@soundtransit.org

Dear Board Members:

The Museum of Pop Culture has previously submitted comments on the Draft Environmental Impact Statement for the West Seattle and Ballard Link Extensions. We underscored our support for expanded transit around our home at Seattle Center and highlighted a number of concerns about the effects that construction may have on our physical spaces — in particular our iconic and unique Frank Gehry-designed museum building — and the experience of our guests.

As you consider alternatives to tunnel and station locations in the downtown segment (particularly in the area of the Seattle Center campus), we write today to reemphasize critical issues that your choices may implicate.

- Impacts must be thoroughly studied for any tunneling *around or through* the Seattle Center campus.

While the DEIS details the potential impact of construction on some specific sites and organizations, it fails to include MoPOP among them in a way commensurate with our exposure. Additionally, much of the DEIS discussion examines impacts on properties surrounding *stations* but does not give adequate attention to those along *potential boring paths*, including MoPOP.

- Tunnels and stations south of Mercer Street will require comprehensive vibration studies.

The DEIS failed to address ground vibration and dewatering strategies along the proposed pathway for the tunnel between the South Lake Union Station and the Seattle Center Station. *Alternative pathways being considered south of that proposed tunnel — closer to our facilities — only add to the need for understanding the effects of ground vibrations.*

A detailed ground vibration study is necessary to quantify potential impacts, and determine appropriate mitigation strategies to minimize ground vibrations, particularly as it relates to tunnel boring. Potential impacts to our facilities include: loosening of metal screws holding exterior steel panels in place; stress to skylight seals and subsequent water infiltration; potential fracturing of roof glass panels due to movement of the supporting steel structure; and damage to priceless artifacts on display and in storage. This is true for the museum at 325 5th Avenue N, but also our administrative building at 120 6th Avenue N, which also contains sensitive facilities.

Thank you for your consideration of these comments. If you have questions regarding this letter, please reach out to MoPOP's Director of Facilities + Museum Operations, James Vegas, at JamesV@MoPOP.org or 206-262-3508.

Sincerely,
Jennifer Chu
MoPOP Interim Executive Director

James Vegas
Director of Facilities & Museum Operations

MUSEUM OF POP CULTURE

Tina Young

To whom it may concern:

I am writing to express my opposition to both the 4th Ave. shallow and 5th Ave shallow alternatives being considered by Sound Transit for the Chinatown-International District (C-ID) station.

I am in full support of the eloquent, incisive and explicit points written by Bettie Luke which reflect the lived experiences, sentiments, thoughts, expectations and demands of so many Asian identified community members in the Greater Seattle metropolitan region.

Expanding the context of this incursion on the C-ID, one needs to also acknowledge how other Asian American enclaves -- New York, San Francisco, Los Angeles, Chicago, to name a few -- have been systematically encroached upon, eroding and erasing community foundations. In this region of the country, our lives and our community spaces have been racially and culturally marginalized and violated for more than a century. The Sound Transit System Expansion Committee plans are fast track contributions to further undermining the vitality, energy and existence of the C-ID and will cement this entities' documented role in systemic and structural racism and inequity.

My request is that the Committee not make a recommendation at this point and return to planning stages that center community needs, concerns and energy to develop solutions for a better transit system.

Thank you for receiving this submission.

Tina Young

Jan Roberts

Seattle City Council has chosen **NOT to have a preferred route** for the ST WSBLE. We ask that the **System Expansion Committee to also vote to NOT have a preferred route**. The Delridge segment including the refinements to DEL6 is needs more study. We support the NO BUILD option until more research is done. We also call for more transparency with regards to the public comments you have received.

Jan Roberts

West Seattle 40 year resident

Joe Kunzler

Real simple: Throw. Alex. Tsimerman. Out.
Ban him for six months as per ST Board Rules.

Thanks!
Joe Kunzler

Ryan Glant – Pacific Iron & Metal

The substance of this comment is within a letter attached to the end of this document.

thanks for ensuring these comments make it to the Committee today.

Unfortunately, due to a recent COVID diagnosis, I can't be there in-person, as originally planned.

Thank you,
Ryan

Ryan Glant
CEO/President
Glant Pacific Companies
(Pacific Iron & Metal, Pacific Fabrics and Seattle's Doorhouse)

Deb Barker

July 14, 2022

RE: July 14, 2022 Sound Transit Board Meeting - Business Item #G: Potential Committee Action to Recommend that the Board confirm or Modify the Preferred Light Rail Route and Station Locations for the West Seattle and Ballard L Link Extensions Final Environmental Impact Statement.

Dear Sound Transit Board:

Since 2018, as a West Seattle representative on the Sound Transit 3 Stakeholder Advisory Group and the Sound Transit 3 Community Advisory Group I have seen numerous alignments proposed, debated and evaluated.

It is unfortunate that the very Delridge alignment that ST seems to be so very keen on was added in October 2019 - well after all of discussion was ended. As a late addition, the DEL 5 and DEL 6 alignments have never been fully fleshed out nor granted the same 'robust evaluation' as other proposed

alignments. Indeed, Sound Transit continues to learn about new potential impacts well after the DEIS publication. What could be discover next – native middens?

I urge the Sound Transit Board to **NOT HAVE a preferred route** for the Delridge Station and Segment. This would be consistent with the recently passed City of Seattle Council Amendment which did not recommend a Delridge preference.

I firmly **oppose DEL 5 and DEL 6** for Delridge options. They both fail to provide sustainable TOD, destroy a community center, and impose unmitigable pedestrian/vehicle conflicts that can only result with lives lost.

I request that Sound Transit continue to research the Delridge Segment and find **refinements** that **eliminate impacts** to Alki Beach Academy, Transitional Resources and any other faction that was overlooked in the DEIS flurry.

Lastly, I urge you to think how would ST 'feel' when costs for the DEL 5 or DEL 6 refinements exceed the costs for the **"Purple Line"**, which you rejected in 2019 - due to **cost**.

Sincerely,

Deb Barker, Member
ST3 SAG
ST3 CAG

Liz Agi – International Community Health Services

The substance of this comment is within a letter attached to the end of this document.

Hello,
Please accept the attached comments from International Community Health Services for the System Expansion Committee Meeting on Thursday, July 14, 2022. Please contact me with any questions or if you would like to follow up.
Thank you,
--

Liz Agi, MS

(Pronouns: She/Her/Hers)
Policy & Advocacy Administrator
INTERNATIONAL COMMUNITY HEALTH SERVICES (ICHS)
International District Medical & Dental Clinic - Administration

David J. Della

Dear Honorable Members of the Sound Transit Board:

I am writing to you because I am deeply disturbed about the proposed alternatives on the table of the West Seattle to Ballard Light Rail Extension with regards to the Chinatown-ID. This is a community where I and my family have been involved for many years. My father and his fellow Alaskeros, a term we use for Filipino workers in the Alaska Salmon Canning industry, spent a lot of time and stayed in the various hotels and SRO buildings awaiting dispatch to Alaska. My family, through my Uncle owned a barbershop there, in the Eastern Hotel site where we would get our haircuts as well as our many uncles who were on their way to Alaska. I have been personally active in the fight to protect and preserve this neighborhood from efforts to disrupt our Asian culture and displace people and the businesses that exist there. I am still active on the board of an organization there.

Frankly, having both the 4th and 5th Avenue alternatives on the table is insensitive and affront and to the history and needs of this community so, I urge you to remove the Fourth Avenue and Fifth Avenue alignments from consideration, and study alternate routes. Fifth Avenue would be particularly damaging, causing a decade of disruption to an already fragile neighborhood.

Please look at suggested alternatives outside the CID such as the Metro Transit bus parking lot, the north parking lot of Lumen Field and Union Station. I am hopeful that you will consider these and other alternatives before making a final decision.

Thank you.

David J. Della
Born and raised in Seattle
Former Seattle City Councilmember (2003-2007)
Supporter and Advocate to protect the Chinatown-ID

Johannes Heine

Hello,

My name is Johannes and I live in the Delridge neighborhood.

RES 32055 was adopted by the Seattle City Council's transportation committee and states: "**The City is not able to state a preference given the inadequate DEIS analysis of...(The Delridge Segment)**". This affirms what the community has been saying at meetings for months, that ST should do more research into the Delridge segment, including refinements to the DEL6 route, in order to mitigate the impact on the community and to improve station connectivity. DEL6 should only be considered as a viable option IF refinements are made, such as starting the medium tunnel sooner at 28th and Andover to mitigate construction delays at SW Avalon which is one of the Primary traffic arteries of West Seattle and even consider abandoning the Avalon station as it is less than 1 mile from the Delridge station. Good infrastructure takes real investment, and this is not a place where the city, county and regional transport authority should sacrifice quality for an easy answer.

Thank you,

Johannes

Miriam Chilton

Dear Sound Transit Board Members,

My name is Miriam Chilton and I have the honor of serving as the board president for Transitional Resources.

Transitional Resources is a hugely effective residential and outpatient treatment facility for those experiencing acute mental health disorders and homelessness. This valuable agency and its clients would be detrimentally impacted by the proposed plans for DEL-6.

The clients TR serves represent the most underrepresented and supported in our society, BIPOC and very low-income.

DEL 6 would destroy two publicly funded affordable housing projects and Transitional Resources' outpatient mental health offices that serve highly vulnerable adults living in the West Seattle community. Transitional Resources is the only program of its kind in the area and our clients rely on being able to access care in close proximity to where they live.

Displacement of these buildings would mean clients would lose the assistance they currently receive from our 24-hour Assisted Living Facility located right next door. This care is critical to the tenants' stability. Furthermore, I am concerned about the safety issues our Assisted Living Facility residents could face both during construction and once light rail is completed.

I am strongly opposed to the plans and ask that you modify the project to ensure Transitional Resources can continue its important work. We are in a time of a housing and mental health crisis, this valuable service must be protected.

Thank you for your consideration,
Miriam Chilton

Marcia Kato

Dear System Expansion Committee Members,

Thank you for considering my comment. I am a long-time West Seattle/Avalon/Delridge resident with a strong interest in this portion of the light rail expansion..

I **strongly oppose the Del6 alternative** because It has not been adequately researched. As a result this route proposes:

- **An unsafe, poorly sited Delridge Station** -- the Del6 station is 50% higher than the station in other alternatives, and is sited so far north, away from community amenities -- park, playfields, community center, school, arts center, & family counseling center, In addition, it is located adjacent to Nucor Steel, a congested, industrial area with heavy freight traffic. This is an inconvenient and unsafe location for ST riders transferring to buses to go to South Seattle College, South Delridge, White Center, and points South--and difficult for buses as well. The station plan in DEL2a and DEL2b is more convenient to those seeking to use amenities at Delridge/Genesee and those who need to travel further by bus. In addition, there is an existing pedestrian overpass that crosses Delridge Way one block south of Delridge/Genesee.
- **Displacement of Transitional Resources** (mental health services & residence) and **Alki Beach Academy** (childcare). These two entities cannot easily relocate and are essential resources to

the greater Seattle community. Transitional Resources, in particular, is unique in providing housing and providing services to a very underserved population.

Please do not recommend a preferred route for the Delridge segment of the West Seattle expansion so that adequate research can be done to ensure a solid plan for this part of the ST expansion.

Sincerely,
Marcia Kato

Jane Zalutzsky – Seattle Center Foundation

July 6, 2022

Kent Keel

Board Chair

Sound Transit

401 South Jackson Street

Seattle, Washington 98104

Sent via email

Sound Transit Board members:

Seattle Center and the Uptown community are excited to have light rail serve our community. We want to see Seattle Center and light rail thrive together for the next 100 years and beyond.

We ask that you request Sound Transit staff to bring forward a recommendation that reflects the upcoming City of Seattle Resolution, which was developed with extensive community engagement, including months of work by dozens of staff, board members and consultants to Seattle Center Resident Organizations.

We are extremely concerned that the “Affordable Alignment” recommending DT-1 is based on insufficient technical information, on both project costs and risks, and it is made without accurate, comparable, and/or comprehensive data. This approach will do the opposite of minimizing risk or producing an affordable project.

As we and many others pointed out in our April 27th DEIS response letter, the WSBLE Draft EIS was inadequate and contained little or no analysis of the construction of a station at the Mercer Street location.

Moreover, design of both Republican and Mercer stations has not progressed to a point that anyone can say with *any certainty* that one station is more affordable than the other.

We urge you to adopt an alignment that has secured both community consensus and support from the City of Seattle, your governmental partner. In so doing, Sound Transit will be in the best position possible to mitigate unknown 3rd party risks, permit delays, and costly litigation.

As elected officials, you know that affordability cannot be determined simply by looking at the monetary cost to Sound Transit. The affordability of an option must include a calculation of the cost of the option to the entire region and its citizens.

Over the years, our community has invested hundreds of millions of public and private dollars in the arts and cultural organizations whose ongoing survival is threatened by a poorly-designed alignment of the WSBLE through the Seattle Center and Uptown community. Our community has made these investments because of the extraordinary value these organizations provide residents of all ages throughout the region and beyond.

Over 12 million people visit the Seattle Center every year. This is triple the number of annual visitors to Yellowstone National Park. In fact, our annual visits are greater than the combined annual ridership on Sounder, Tacoma Link, and Link Light Rail.¹

The Seattle Center has blossomed into the nation's preeminent home for arts, cultural, science, and sports events. No city in America has a similar gathering place for its community. **Resident organizations simply cannot be 'relocated' during 5-7 years of station construction. The space required for these organizations does not exist at any price in the Seattle region.** There are no live music studios, theaters, and cinema houses to relocate to, so the displaced organizations would have to shut down for the 5–7-year construction period, likely resulting in permanent closure or departure from Seattle Center.

Even if space could be found, from a transit planning perspective it makes no sense whatsoever to scatter Seattle Center arts and cultural organizations across the region to locations that lack sufficient access to public transit. Keeping these organizations at Seattle Center is essential for maximizing the impact and benefits of bringing light rail here.

¹ <https://www.soundtransit.org/sites/default/files/documents/sound-transit-tdp-2021-2026-and-2020-annual-report-20210928.pdf>

As you have heard from Seattle Center Resident Organizations, Uptown Alliance, Mercer Corridor stakeholders, and the Seattle Metropolitan Chamber Community groups, the modified Mix and Match alternative has broad and strong support. Please do not ignore our collective voices.

Best,

Jane Zalutsky

Jane Zalutsky

Executive Director

Seattle Center Foundation

Cc:

Seattle Center Foundation Board

Sung Yang

Matt Hanna

Ty Rogers

Katherine Cheng

Michelle Merriweather

Kyle Rolf

Larry Estrada

Todd Leber

Mari Horita

Rodell Razor

Kate Becker

Maria Barrientos

Brian Surratt

Tom Mara

Sara Maxana, City of Seattle

Robert Nellams, City of Seattle

Comments Received After the Written Comment Deadline

Alicia Teel – Seattle Metropolitan Chamber of Commerce

Dear System Expansion Committee Chair Balducci and Committee Members,

On behalf of the 2,500 members of the Seattle Metropolitan Chamber of Commerce, we urge you to seriously consider the community's consensus on a preferred alternative for the West Seattle and Ballard link extensions as you discuss the motion on your committee's agenda today.

We know the Sound Transit Board of Directors has critical decisions to make on the West Seattle and Ballard link extensions this month. This project is the largest in the Sound Transit 3 program and it's important that timely decisions aligning regional and local goals are made to advance the project and not delay other projects in the system.

The City of Seattle and stakeholders along the proposed alignment have worked hard to arrive at a consensus at each station location based on the Draft EIS and public input. This is reflected in the City of Seattle's resolution, approved this week without opposition, and the many letters and testimony the Board has received.

Where there is agreement on station locations with the City of Seattle, we urge your support of that agreement. Where more work is needed to find agreement, take the time. And where there is not agreement, we urge you to center your decision in the community consensus rather than defaulting to the lowest cost option. We are confident that in your capacity as regional leaders, the Board can balance the need for timely decisions with giving appropriate weight to decisions that will be in place for the next 100 years.

The City of Seattle is ready to be a partner – on third-party funding, permit streamlining, right-of-way acquisition – and that partnership will be essential to delivering this project as committed to voters. The best outcome for the public both in Seattle and throughout the Sound Transit district, is an agreement between the City and Sound Transit on a preferred alternative that we can then work together to advance, address the outstanding issues, reduce costs and risks, and deliver the project as committed to the voters.

Thank you for the opportunity to share our comments today.

Alicia

Alicia Teel (she/her/hers)

Lucy Barefoot

Good afternoon ST board members,

I strongly oppose West Seattle, ST3-DEL6 short-sighted design & location. It will not serve the POC in West Seattle, Delridge and White Center community properly. Avalon Station will destroy irreparable green belt. It targets displacement of our underserved neighbors communities Alki Beach Acad. & Transitional Resources, ADA.

The Seattle City Council has issued a NO recommendation for Delridge preferred route on Tuesday, July 5, 2022. ST Board please reconsider DEL2a and DEL2b alternatives (with tunnel) as the preferred options by most of our residents' comments since 2019-Present. West Seattle deserves tunnels just like Ballard.

Thank you for the opportunity to comment. My name is Lucy Barefoot, I am an immigrant of indigenous decent and working mother. I been a resident on the avalon neighborhood for almost a decade and use and support public transit as my daughter goes to school in White Center since 2017. With that said, I strongly oppose ST3 DEL6 alternative extension. I would like to ask the council to remove DEL 6 alternative as an option. The Seattle City Council has issued a NO recommendation of DEL6 route on Tuesday, July 5, 2022. Please Sound Transit Board reconsider DEL2a and DEL2b alternative with tunnel east of Avalon Way, this option represents consensus in our west seattle area since the 2019 info sessions. West Seattlelites deserve tunnels options just like the Ballard, CID and Downtown neighborhoods. The proposed DEL6 station next to the Steel mill is undesirable and will not serve BIPOC populations from the Delridge and White Center from an equitable point as planned and for future link extensions. The DEIS fails to adequately address the community impacts and mitigation for the Childcare facility and Transitional Resource neighbors.

DEL6 targets displacement of people living with disabilities and BIPOC specific examples are Transitional Services located on Avalon Way and Alki Beach Academy to name a few. The displacement of Transitional Services cannot be compared to a residential displacement or a small business displacement, this is a displacement with impacts that cannot be mitigated. This is our most vulnerable community here in our neighborhood and I am using my voice to

advocate for them. Also advocating for POC that work and use Alki Beach Academy-Childcare facility. Child care is necessary service in any healthy community and this will create hardships to many families in our West Seattle/delridge and white center neighborhoods. Please keep in mind that when we take care of the most vulnerable our communities thrive together and minimizes unintended gentrification.

Kind regards,

Lucy Barefoot

Sage Miller

I would like to state my opposition to expansion of sound transit within the international district, either on 4th or 5th ave. Other alternatives should be explored, rather than once again, subjecting the international district to displacement, environmental stress , disruption of businesses and housing. Please refer to historical targeting and negative impacts on the international district and rethink the location for expansion

sage miller

Savannah Myers

I would like the following comment to be submitted at the Sound Transit meeting today, July 14th on my behalf --

Hello my name is Savannah and I am a resident of the Avalon/Delridge neighborhood.

I am writing today to voice my strong opposition to the light rail expansion plan DEL-6. Just this week, the city voted to remove their recommendation for this route.

There is an unfair lack of research and diligence when it comes to DEL-6. The current preferred alternative (which goes up Genesee) has six options considered, while the route that crosses Yancy/Avalon has only one. DEL-6 deserves more detailed consideration too, otherwise economic and social benefits may be lost due to of lack of study and refinement.

Extending the medium tunnel to begin east of Avalon could be as little as only 0.4 miles longer. If a tunnel is going to be built anyway, Sound Transit should investigate refinements to the tunnel length such as whether a short length of additional tunnel would cost more than the 20+ properties that would have to be acquired to accommodate an above-ground route across Avalon. An extension of the tunnel will also help to reduce transit transfer issues of the current DEL-6 design by placing the station closer to the ground.

The city no longer supports this option due to all of the reasons listed above. I would like the committee to reevaluate DEL-2a and 2b or a refinement to DEL-6 that would extend the medium tunnel along the DEL-6/WSJ-5 corridor, with a portal to the east of Avalon Way.

Thank you.

Thanks,

Savannah

Monyee Chau

As a long time community member, business owner, past resident with familial roots within the Chinatown International District area, I completely oppose this expansion and any of the options within the CID. This process has been incredibly insidious in the way that our community and business owners have had almost no understanding of what type of displacement will happen. Stop pushing us out of our home. It does not go amiss that this was chosen to be done at the only station that is located within a cultural community. This is a racist policy imposed by Sound Transit once again, and it will not be received well. This new expansion will be at the cost of lives and paved over the legacy of this historic neighborhood.

Brent Barker

July 14, 2022

System Expansion Committee

Sound Transit

401 S. Jackson St.

Seattle, WA 98104

emailtheboard@soundtransit.org

Submitted via email

Re: System Expansion Committee Meeting July 14, 2022 Public Comment

Global Machine Works (GMW) is a privately-owned aerospace component manufacturer located in Arlington, WA. Formed as a partnership in 1998 as a small subcontract machining operation, GMW has grown to become a manufacturing facility in excess of 85,000 square feet supporting the world's commercial aircraft manufacturers with structural components and assemblies.

For countless years, we have relied on Seattle-based, Pacific Iron & Metal Co. to service our surplus metals recycling needs. Pac Iron is a family-operated, 105-year-old industrial metal recycling facility, which has been located at 2230 4th Ave S in Seattle for over 90 years. They are one of the largest metal recyclers in the region (and the only one primarily focused on non-ferrous metals serving Seattle, Bellevue and the surrounding communities). For many decades, Pacific Iron has provided us with valuable containers, managed transportation and compensated us for what is nearly a half million pounds of surplus metal on an annual basis.

Pac Iron has been a reliable partner for our recycling program, and their knowledge of our processes, location and unique products are not easily matched by others in the recycling industry.

We understand their facility may be significantly impacted by construction and operation of the West Seattle Link Extension project, and in particular the Staggered Design Option. Because of the importance of Pac Iron to GMW's recycling program and the significant disruption to our service that would result from their displacement, we encourage you to evaluate SODO station design options that avoid, and at the very least, minimize any disruption of Pac Iron's recycling operations.

Thank you for your time and consideration of our comments.

Sincerely,

Brent Barker

Vice President/Co-owner

Betty Lau – Transcript from Verbal Public Comment

Hello, I'm Betty Lau.

I have read the DEIS comments and the vast majority on the CID segment don't want light rail on 5th. City Resolution 32055 allocates time for your staff to re-group and re-think what they are doing to Chinatown, Japantown, Little Saigon. Listen to community to Stay Off Fifth and to seriously come up with new ideas and plans. Do not encroach on the National Register Seattle Chinatown Historic District!

Thank you.

Betty Lau, co-founder

TEA, transitequityforall.org

Kyle Kinoshita

To Whom it May Concern,

I would like to echo the statements made from the members of Seattle's AAPI community that have characterized the proposed plans for a light rail station that would negatively impact the Chinatown-International District as one of the latest examples of historical, structural and institutional racism directed at the neighborhood. It's clear that governmental agencies could claim that no one instance is discriminatory, just a feature of typical urban development. But when it becomes a repeated pattern that just so happens to be directed at neighborhoods and communities of color, it is racism. It is racism when White and more affluent neighborhoods aren't subject to the continual destructive actions that ones like the CID have endured. One might say, that it's because the CID is so centrally located that these things "just seem" to

happen. But the very reason the CID is centrally located is because of the patterns of redlining and racist segregation that forced the community to be built up around the location that it's in. The community, while a product of segregation, has been a historical means to protect, nurture, support, sustain, and develop a shared culture, generation after generation. It seems, though, when expedient and beneficial to the market, to disregard, demean and diminish this historical legacy.

While all of the proposals will create some form of negative impact, the Fifth Avenue alternative would be particularly egregious. Sound Transit must take responsibility and greatly increase their diligence to avoid destructive moves harming the historical CID.

Dr. Kyle Kinoshita (he/him/his)

Diane Narasaki

July 14, 2022

Dear Sound Transit Board Members,

I write today to share my deep concern regarding the proposed sites in the Chinatown International District (CID) on the Ballard/West Seattle extension line. I join many of our Asian community's most respected leaders in opposing sites which would damage the historic heart of Seattle's Asian community. The CID, a product of structural racism and yet a center of our community's resistance to racist and genocidal policies directed against our community and others over many generations, remains a home to many of our community members, including vulnerable seniors, families, workers, and the culturally competent and often linguistically accessible community businesses and nationally recognized cultural, health and human service organizations which serve not only CID residents but community members throughout the region.

The CID has been assaulted by racist, exclusionary, and opportunistic policies since its inception, and these assaults continue to this day. Generations of Asian community leaders and members and anti-racist and progressive allies of all races have fought to preserve the neighborhood, and that is why, despite the odds and current struggles against gentrification, environmental racism and more, this fragile, low-income neighborhood continues to exist and serve the needs of our community.

Over the years the CID has been subjected to the consequences of transportation planning and infrastructure which primarily serves the needs of others, predominantly the white majority, at the expense of our community, race and social equity analyses be damned. In this, the twenty first century,

in a time of racial reckoning, the Sound Transit Board has the opportunity and imperative to depart from the racist past, listen to and respect our community leaders and members and prevent transportation planning and infrastructure which will result in yet another grievous instance of structural racism affecting our region's largest and fastest growing racial minority.

Please don't damage the CID and Asian community to better serve Ballard and West Seattle. I have had the privilege of working with some of you over the years in the struggle for racial and social equity in transportation planning and infrastructure and as well as in other systems. I ask you to demonstrate your continued commitment in this struggle and for you and your colleagues to listen to our community leaders and choose an alternative site and a better way to serve the needs of all our neighborhoods.

Sincerely,

Diane Narasaki

Alicia Gaynor

Hi there--

I am unable to attend the meeting in-person or virtually. Below is my comment for the meeting. Thank you for adding this to the agenda.

My name is Alicia Gaynor, and I'm a neighbor in West Seattle in the Avalon/Delridge neighborhood. I am a young West Seattle homeowner, I am an educator, as well as an advocate for our beautiful West Seattle community. Also, I am very excited for the access that the light rail and public transit will bring to our neighborhood. I ride the bus whenever feasible and believe in the power of public transit.

That said, I am commenting today to make two things very clear.

1. I **oppose the current top options in DEL6 for the delridge extension and propose a refinement of the DEL6 plan.** While I acknowledge I am not an expert in this arena, it is clear that there is a lack of detailed consideration by experts for this plan, demonstrated in the fact that only 1 proposal has been considered as compared to the 6 alternatives for the current preferred alternative up Genesee.
2. I'd like to propose a **full tunnel option for DEL2a or DEL2b.** If that's not possible, it's vital to consider a refinement to DEL6 that would **extend the medium tunnel along the DEL-6/WSJ-5 corridor**, with a portal to the east of Avalon Way in order to mitigate the impact on Alki Beach Academy and Transitional Resources, and to improve station connectivity.

To strengthen my rationale for my proposal and opposition to the DEL6 route, I want to elevate the following to this committee who has great responsibility in making decisions that have deep and permanent impacts on the future of our collective space and environment.

By not rejecting or refining DEL 6A, it risks:

- **Childcare displacement** of Alki Beach Academy, currently the largest child care program in 98106. It is locally owned and founded by a first-generation Filipino-American woman. It serves 127 children and is in the process of expanding that capacity to 300 in an effort to address the continuing childcare crisis in Seattle (which would make it one of the largest childcare providers in all of Seattle). Alki Beach Academy employs almost 50 child care professionals, almost all of them women of color. As an educator, the significant transition and instability that our young people have already faced during the pandemic it should not be overlooked.
- **Displacement of Transitional Resources on Avalon Way** that are already in severe shortage in our region. This displacement cannot be compared to a residential displacement or a small business displacement, this is a displacement with impacts that cannot be mitigated.

I want to close by thanking you for your time and reminding you that the system level decisions made by each of you and this committee have real consequences and real people behind them. I hope that ST board will NOT have a preferred route for the Delridge station and segment, similar to the city's decision to approve an amendment to NOT have a preference.

--

Alicia Gaynor

[Al Rostholder-Harris](#)

Dear Board Members,

I am worried about the effect the proposed link sound transit expansion plan will have on businesses in the chinatown-international district. The current plan will make it impossible for over 10 businesses to survive the construction period. This is unacceptable. These businesses are integral to the CID and the Seattle community as a whole. I have not heard of any construction related cost mitigation you are planning to provide the community. Please, please, listen to the CID community and re-work the expansion plan.

Thanks for reading,

Al Rostholder-Harris

[Frank Irigon – Transcript from Verbal Public Comment](#)

Thank you and good afternoon. I'm Frank Irigon. I'm with OCA APA Advocates-Greater Seattle Chapter.

50 years ago we protested at the King Dome groundbreaking ceremony to protect and preserve the CID, and we find ourselves doing the same today but now it's against Sound Transit.

This Struggle is also about our Civil Rights as Asian Americans. Where we can choose where to lived, raised families, and do business. Where Asians like me can visit and remember our roots and our history by being in a living thriving neighborhood. I'm an Asian American veteran who proudly served in the military to protect those Civil Rights.

Let's not repeat history again, by forcibly removing us out of Seattle, but this time on a light rail because of our race.

Remember this lyric from a Civil Rights song. This is about us today:

"Like a tree that's planted by the water
We shall not be moved..."



July 6, 2022

Chair Claudia Balducci
Sound Transit – System Expansion Committee
401 S Jackson St.
Seattle, WA 98104
SENT VIA EMAIL emailtheboard@soundtransit.org

Re: Staff Recommended Preferred Alternative for the West Seattle to Ballard Link Extension

Dear Chair Balducci and System Expansion Committee Members:

This joint letter is submitted by the Washington State Public Stadium Authority ("PSA") and First & Goal Inc. ("FGI") regarding the West Seattle to Ballard Link Extension Draft Environmental Impact Statement (DEIS). We understand that the Board's Executive and System Expansion Committees will provide parameters to staff so they can prepare a preferred alternative for the West Seattle to Ballard Link Extension for the Board to adopt at their July Board meeting.

Regarding the route selection through the Chinatown International District ("CID"), we urge the Committee to advise the Board to defer selection of a preferred alternative in July 2022, dismiss the deep station options, and focus efforts on analyzing and minimizing impacts of the shallow alternatives for the CID segment. We support the City of Seattle's Resolution 32055, especially the request to initiate a community-based planning effort to engage with the CID neighborhood regarding the impacts from the CID segment and potential mitigation. As explained in our DEIS comment letter, we are concerned that Sound Transit has not yet taken the required "hard look" at the environmental impacts of its proposed light rail line, particularly on the surrounding historic neighborhoods (Chinatown International District ("CID") and Pioneer Square), SODO and on Lumen Field.

In our April 28, 2022, joint comment letter, the PSA and FGI identified additional analysis that we believe is necessary for Sound Transit to meet its obligations under SEPA and NEPA. We urge the Board to direct staff to conduct this analysis before selecting a preferred alternative. In particular, we request that Sound Transit evaluate the following impacts for each of the shallow alternatives:

- Transportation impacts from the road closures and restrictions proposed as part of constructing the CID segment and concurrent events at Lumen Field, ranging from major single events (Seahawks games, concerts of 70,000 attendees), duel events (Sounders FC match with 25,000 and a Mariners game of 35,000- 40,000, with a combined attendance of 53,000-60,000), to more routine, ongoing, medium capacity events (consumer shows and other special events). The DEIS states that traffic will be detoured, but it does not analyze how well the detour routes will function.

- Impacts to routes for large/oversized vehicles that need to access Lumen Field as part of load in/load out for numerous events each year.
- Impacts to the adjoining neighborhoods from planned (detour routes) and unplanned (cut-through traffic) that can be expected from long term closures of major transportation routes (e.g., multi-year closure of 4th Ave under both Alternative CID-1a and CID-1b).
- Cumulative impacts analysis capturing the combined impacts of numerous ongoing and upcoming development and infrastructure projects on traffic in the CID, Pioneer Square, and SODO neighborhoods.
- Impacts from the CID segment construction on access to parking, particularly parking areas that are covenanted to meet the PSA's MUP required parking.
- Impacts from the CID segment construction on pedestrian access and connectivity, including impacts to access from transit stations and parking areas east of Lumen Field.
- Impacts to businesses and residents – and thus the community – in the CID, as well as business at Lumen Field. The CID segment will result in displacement of businesses and residents but provides no meaningful analysis of the effects of those displacements.

Reviewing the DEIS, we did not find adequate consideration or evaluation of all of these environmental impacts and consequently request that Sound Transit complete additional analysis before proceeding to select a preferred alternative for the CID segment.

Conclusion

Thank you for the effort that Sound Transit and its team put into preparing the DEIS. Having prepared an EIS for another large public infrastructure project (Lumen Field), the PSA and FGI understand and appreciate the significant effort and duty involved in creating a comprehensive analysis for a large public project. While Sound Transit has done a considerable amount of analysis regarding the WSBLE to date, substantial additional analysis is needed regarding the multiple alternatives (not just a preferred alternative) before the public and decision-makers can understand and fairly weigh the impacts of the different route alternatives. Until this analysis is completed and disclosed, Sound Transit cannot reasonably select a preferred alternative for the CID segment or identify adequate mitigation for the impacts of its project.

We look forward to working with Sound Transit to complete the needed analysis and identify the requisite suite of mitigation measures.

Sincerely,



Zach Hensley
 Vice President/General Mgr.
 First & Goal Inc.



John Marchione
 Executive Director
 Public Stadium Authority

Cc: Sound Transit Board

Transit Equity for All

<https://transitequityforall.org>

SAVE THE CID

MOVE FORWARD ON 4TH:

Another project is **HARMING**
the Seattle Chinatown International District



TAKE ACTION!

Go to the "Move Forward on 4th" Petition link
by scanning the QR code



#MoveForwardOn4th

Photo: JiaYing Grygiel

Betty Lau, Transit Equity for All, TEA Co-Founder - 206-290-7356 - Betty.lau47@gmail.com

Brien Chow, Transit Equity for All, TEA Co-Founder - Chowbw@gmail.com

Updates: July 9

Crucial Dates:

July 12 City Council meeting, 2 p.m. includes presentation on CID in consideration of a vote on Res. 32055, see slides 34-39 on CID followed by council discussion:

<http://seattle.legistar.com/View.ashx?M=F&ID=10947061&GUID=AEDB98DF-26FA-4B67-8C3A-47499ECED185>

Important to make public comment & send in a transcript:
council@seattle.gov, emailtheboard@soundtransit.org,
with cc to nicole.kistler@seattle.gov

July 14 Sound Transit System Expansion Committee meeting at Union Station, 1:30-4:00 with simultaneous interpretation in Cantonese/Mandarin:

"Potential committee action to recommend that the board confirm or modify the preferred route and station locations for the West Seattle and Ballard Link Extensions Final Environmental Impact Statement".

It's Item G on the agenda:

https://www.soundtransit.org/st_sharepoint/download/sites/PRDA/ActiveDocuments/220714%20System%20Expansion%20Agenda.pdf

July 16 Washington Trust for Historic Preservation board vote on listing the National Register Seattle Chinatown Historic District, the Seattle Chinatown International District Landmark Historic District, and the Sea-First Building as Most Endangered Places; nominator: Betty Lau

July 28 Sound Transit board meeting vote on preferred alternatives, 1:30 Union Station with-in person and remote simultaneous interpretation: vote on preferred alternatives; Agenda TBD; meeting link:

<https://www.soundtransit.org/get-to-know-us/news-events/calendar>



Chinatown ID Regional International Draw

For Asians, community isn't limited to the Neighborhood where we live. Neighborhood Community Councils have no meaning for most of us.

Rather, we socialize, eat, shop in Chinatown, Japantown and Little Saigon in the larger Chinatown International District, or CID for short.

These three neighborhoods are the nexus of the region's many Asian American cultures. It's a refuge where no one makes fun of your accent or asks why you called someone Auntie or Uncle, who isn't related to you. It's a place to eat familiar foods, to hear a familiar language, to learn martial arts or your grandparent's language.

Internationally, visitors come to have tea at the Panama Hotel, location of the best seller Hotel at the Corner of Bitter and Sweet or North America's only surviving traditional Japanese bathhouse. They come for the Chinatown Discovery Tour, to walk The Japanese American Remembrance Trail; to eat authentic Asian cuisines, to visit relatives and more.



Move Forward on 4th, “Not 5th”

“Another major project is harming the Seattle Chinatown International District (Chinatown, Japantown, Little Saigon): Sound Transit wants to take 3 blocks from the National Register Chinatown Historic District again.”

Sound Transit Move Forward on Fourth!

Sound Transit says it has the choice of building on 4th Avenue or 5th Avenue and have yet to decide. However, their actions show they prefer 5th because of:

- ❑ *Blocking a community member from being in the CID Community Advisory Group*
- ❑ *Sending agents to 5th Avenue and King Street business owners to offer moving money*
- ❑ *Emphasizing 5th Avenue is a better route than 4th Avenue in presentations through selective criteria, e.g. resident displacement 120 for 4th Avenue, 0 for 5th Avenue*
- ❑ *Not explaining “full closure of King Street or Weller Street”*
- ❑ *Not explaining how many businesses on King Street, Weller Street will be permanently moved, disruptions to community life, residents, 1200 elderly and 300 businesses*
- ❑ *Incomplete plans presented for 4th Avenue options*
- ❑ *Concluding that demolition and construction “will not impact neighborhood cohesion” aka, community life*



Move Forward on 4th, "Not 5th"

Construction on 5th Avenue in Chinatown to Japantown means:

- Full closure of King Street, S. Weller and 5th Avenue for several years
- Re-routing cars, buses, to 6th, Maynard, 7th, 8th, 10th & 12th
- Gas, water, electrical shut offs to businesses, non-profits and residents
- Traffic detours throughout Chinatown, Japantown, Little Saigon
- Daily dump trucks, cement trucks, cranes, supply trucks, delivery vehicles
- Construction workers taking parking from businesses
- Increased noise & air pollution, dust, dirt, vibrations
- Taking property from owners of color for demolition and resale after construction
- Endangering lives of 1,200 elderly by blocking access/egress for emergency vehicles with street/sidewalk closures and detours
- Permanent changes to National Register Seattle Chinatown Historic District—loss of 3 blocks in addition to prior loss of 3 blocks for Transit Tunnel
- A ventilation building in the middle of residences and businesses pumping out dirty tunnel air 24/7 for 100 years!*



Move Forward on 4th, "Not 5th"

Severe disruptions to:

- 300 businesses already battered by the pandemic, higher than ever anti-Asian hate crimes, criminal violence
- 30 immigrant businesses permanently closed or forced to move
- Schools, daycares, programs serving thousands of children and youth
- Programs, classes, recreation for 1,200 elderly non-English speakers
- Physical environment: no noise, air, vibration studies done
- Social environment: no social cost studies for loss of use of Hing Hay Park, loss of culturally appropriate health care, mental health care
- Costs to ensure safety of large senior limited English population and children in schools, daycares, activities, lost earnings, wages to families
- Costs of losing social cohesion due to elimination of activities from area turning into a construction site

...to visit relatives, see culturally and language appropriate services: health care, mental health care, report crimes, domestic violence



KEY CITY OF SEATTLE DEIS FINDINGS

Racial equity and Environmental Justice

Sound Transit and the City have partnered since 2018 to develop a project-wide multi-year equity analysis using the City's Racial Equity Toolkit (RET). The RET furthers the City's and Sound Transit's shared goal to advance equitable outcomes for communities of color, particularly the RET-identified communities of Chinatown-International District and Delridge.

Impacts

Missing information/analysis: Business displacement. Impacts to minority-owned businesses and employees, particularly BIPOC businesses and employees, have not been fully evaluated throughout the corridor.

- Missing information/analysis: Visual quality and aesthetics. Impacts to specific public views of natural and human made features along SEPA corridors and of historic landmarks have not been fully evaluated.

Section 4(f) Impacts. The Section 4(f) analysis performed by Sound Transit lacks necessary specificity and detail on the scope, duration, and mitigation of impacts to parks and park facilities, certain historic resources, and Seattle Center for any of the alternatives.

Section 106 Impacts. The DEIS does not sufficiently assess the construction and permanent visual, physical, and operational impacts of the WSBLE project on historic resources.

Business and residential displacement. The DEIS does not sufficiently examine the full range of impacts to businesses and residents, including loss of community cultural identify and cohesion resulting from displacements and changes in land use.



KEY CITY OF SEATTLE DEIS FINDINGS

Mitigation

Business displacement. Several WSLBE alternatives would impact businesses that are highly location-dependent and may not have relocation options if displaced. For example, many maritime businesses rely on access to shorelines, intermodal infrastructure, and industrial lands. Many businesses in the Chinatown-International District rely on the community's regional draw as a cultural hub. The DEIS does not make clear how to mitigate impacts, especially displacement, of these location-dependent businesses.

Sound Transit must work with community members, the City, and other stakeholders and partners to develop a mitigation plan with sufficient detail in advance of the FEIS to inform actions on a Project to be Built and FTA Record of Decision, and to avoid future delays to project permitting.

Comparison of alternatives

The CID-2a/b alternative options at 5th Avenue South would cause significant disruption in the heart of the Chinatown-International community, including the displacement of up to 19 location-sensitive businesses in the corridor that may not have relocation options. The City finds that without an understanding of how—and whether—these impacts could be mitigated it is not possible to fully understand the trade-offs.

Furthermore, due to the vocal concerns from residents and organizations from this RET-identified community, the City believes before an action on a Preferred Alternative there should be additional community process and analysis on how to avoid/minimize impacts, advance RET outcomes, and address historic harm.

Furthermore, due to the vocal concerns from residents and organizations from this RET-identified community, the City believes before an action on a Preferred Alternative there should be additional community process and analysis on how to avoid/minimize impacts, advance RET outcomes, and address historic harm.



KEY CITY OF SEATTLE DEIS FINDINGS

Next Steps

...it is critical that Sound Transit work with the City, community members, and other stakeholders and local and regional partners, to ensure that the issues raised in the DEIS process are adequately resolved.

Meaningful community engagement

The City appreciates Sound Transit's commitment to community engagement, and the extensive effort its staff has made to engage with communities along the entire WSBLE alignment during the DEIS Comment Period.

Continuing this intensive engagement effort will be key as the environmental work advances—including the Board action on a Preferred Alternative, development of a mitigation plan and other analysis and issue resolution in advance of the FEIS, and exploration of refinements to the DEIS alternatives.

All these steps must be carried out in partnership with community through sustained and robust two-way engagement.

It is critical the engagement be transparent by sharing out what Sound Transit is hearing from community and stakeholders, as well as how the agency is applying engagement findings to project decisions.

Furthermore, methods of engagement should be tailored for different communities; what will work for Downtown or Seattle Center might not work in Chinatown-International District or Delridge.

The City will continue to offer its resources and assistance to ST in this effort.



*CID excerpt from City of Seattle
Council Resolution 32055*

Essentially, it calls on Sound Transit to pause 6-9 months to do more study on 4th and 5th shallow alternatives. In other words, answer questions, repair past harms, follow the RET and work with community.

- 1) ST has time to answer community questions it said it would answer "later."*
- 2) ST has to address comments we turned in to the DEIS.*
- 3) ST can do the environmental studies on air, noise, vibration, emissions so we know the real impacts on health*
- 4) ST can provide details on staging, dimensions of buildings*
- 5) ST can explain why they feel the need to impinge on the National Register Chinatown Historic District.*
- 6) ST can calculate the social human costs of demolition, construction and displacement of residents, businesses, visitors.*
- 7) ST can make plans for protecting the over 1200 elderly residents from passing haul trucks*
- 8) ST needs to do cost savings and refinements analysis for CID*
- 9) ST can provide details on 4th Ave. shallow*



Updates June 16, 2022

1. The City of Seattle, through Council Resolution Version 1, has informed Sound Transit it needs to take a six to nine month pause. Summary:

"...this legislation identifies that additional work is necessary, particularly in the Chinatown/International District, to develop additional project refinements and mitigations before a Preferred Alternative is selected that will impact those historically disadvantaged communities."

2. CID Excerpt from Council Resolution 32055 Version 1, Transportation Committee Meeting June 7, 2022

E. Chinatown International District (CID) Segment (CID station). The City is not able to state a preference given inadequate information in the DEIS related to business and residential impacts, construction and transportation impacts, and potential mitigation strategies. The City recommends that Sound Transit advance a focused six- to nine-month planning process with CID and Pioneer Square community members and community-based organizations, Sound Transit, the City of Seattle King County Metro, and other interested partners. This process should focus on the 4th shallow and 5th shallow alternatives, with the aim of more in-depth work in community to provide mitigation and improvements to these alternatives, and ultimately providing the Sound Transit Board with improved alternatives to consider advancing into the FEIS. This process would:

1. More fully address the community's concerns with the existing alternatives, helping ensure complete information is provided on potential impacts as well as strategies available to avoid/minimize those impacts, and providing mitigation where impacts cannot be avoided.
2. Develop modifications to the 4th and 5th Avenue shallow alternatives that reduce impacts to community and to local and regional transportation systems, reduce the costs of these alternatives, and develop more complete mitigation plans; and
3. Initiate a broader community development strategy that furthers RET outcomes and addresses project and cumulative impacts and historic harm to community from past infrastructure projects, and engages the City, Sound Transit, King County, and philanthropic and other partners.

3. We are reading the DEIS comments about CID. Agencies that sent in letters supporting the campaign for light rail on 4th are: Port of Seattle and NW Seaport Alliance, Puget Sound Regional Council, King County Natural Resources and Parks (did not mention 4th directly, concern about 5th Ave. construction impacts on their nearby aging pipes), and City of Seattle Transit Advisory Board. Supportive Project-wide Businesses & Business Organizations: None; however at the City Transportation meeting of 6_7_22, public comment was given by a Seattle Chamber rep to stay off 5th.



4. Action Steps:

- Continue to inform others and direct them to TEA website for updates and actions to help.
- Make a 2 minute public comment (half a typed page) at the June 23 Sound Transit Board meeting (<https://www.soundtransit.org/get-to-know-us/news-events/calendar/board-directors-meeting-2022-06-23>)
- After commenting, email a copy of your remarks to emailtheboard@soundtransit.org and council@seattle.gov with cc to Nicole.kistler@seattle.gov.
- CID is a regional draw. Find friends, relatives, colleagues to contact their reps in: Everett (Mayor Cassie Franklin: cfranklin@everettwa.gov), Auburn (Mayor Nancy Backus: nbackus@aubumwa.gov), University Place (Kent Keel, ST Chair and UP City Council member): kkeel@cityofup.com), Renton (City Council member Ed Prince: eprince@rentonwa.gov), Lynnwood (Mayor Christine Frizzell: mayor@lynnwoodwa.gov), Tacoma (City Councilmember Pos. 8 Kristina Walker: Kristina.walker@cityoftacoma.org), Kenmore (Mayor David Baker: dbaker@kenmorewa.gov), and Fife (Mayor Kim Roscoe: `<w:LsdException Locked="false"`





Neighborhood
with a Sense
of Community

July 14, 2022

Inclusive
and diverse

To: Sound Transit System Expansion Committee Meeting

Thriving
Arts District

From: Uptown Alliance Land Use Review Committee (UP-LURC)

Home to
Seattle Center

Re: Modified WSBLE Alignment and Stations

Action: We are asking Sound Transit and its Board to adopt our DEIS comments previously submitted and support the LOCALLY PREFERRED ALIGNMENT

Great local
businesses

- Uptown Alliance is excited about Sound Transit's WSBLE expansion plans. We care deeply about this unique neighborhood--both as a regional destination, with 12,000,000 visitors each year, with our neighbor, Seattle Center in our midst—and as a robust and fast growing residential and employment center.
- The Mix and Match alignment in the Locally Preferred Alignment shows community consensus on station locations: Uptown Alliance and Seattle Center, like other communities, have been working hard with the City and Sound Transit to find the alignment that responds best to the neighborhood issues and the Region as a whole.
- DT-1 poses great risk to our neighborhood, including the Seattle Center, that will likely do more harm than good. We are asking for a commitment from Sound Transit to look for the best solutions in this robust neighborhood.

Walk, Bike,
Bus, Monorail,
(and drive)

Diverse and
affordable
housing

Historic buildings
with character

Open space for
healthy living

Distinguished
cultural and
philanthropic
organizations

THANK YOU!

Maria Barrientos, co-chair Land Use Review Committee Uptown

Mercedes Fernandez, Co-chair Land use Review Committee Uptown

July 14, 2022

System Expansion Committee
Sound Transit
401 S. Jackson St.
Seattle, WA 98104
emailtheboard@soundtransit.org

Submitted via email

Re: System Expansion Committee Meeting July 14, 2022 Public Comment

Tacoma Public Utilities has been a publicly owned utility since 1893. As the largest department in Tacoma City government, we are focused on providing reliable power, water and rail-related services ranging from 110 to 180 square miles around the City of Tacoma.

For countless years, we have relied on Seattle-based, Pacific Iron & Metal Co. to service our surplus metals recycling needs. Pac Iron is a family-operated, 105-year-old industrial metal recycling facility, which has been located at 2230 4th Ave S in Seattle for over 90 years. They are one of the largest metal recyclers in the region (and the only one primarily focused on non-ferrous metals serving Seattle, Bellevue and the surrounding communities). For many decades, Pacific Iron has provided us with valuable containers, managed transportation and compensated us for what is now over one million pounds of surplus metal on an annual basis.

Pac Iron has been a reliable partner for our recycling program, and their knowledge of our processes, multiple locations and unique products are not easily matched by others in the recycling industry.

We understand their facility may be significantly impacted by construction and operation of the West Seattle Link Extension project, and in particular the Staggered Design Option. Because of the importance of Pac Iron to City of Tacoma's recycling program and the significant disruption to our service that would result from their displacement, we encourage you to evaluate SODO station design options that avoid, and at the very least, minimize any disruption of Pac Iron's recycling operations.

Thank you for your time and consideration of our comments.

Sincerely,

Jonathon Fields



Tacoma Power Warehouse Manager

City of Tacoma
jfields@cityoftacoma.org

July 13, 2022

Sound Transit System Expansion Committee
re: Comments ahead of July 14, 2022, committee meeting

SUBMITTED ELECTRONICALLY via emailtheboard@soundtransit.org

Dear Board Members:

The Museum of Pop Culture has previously submitted comments on the Draft Environmental Impact Statement for the West Seattle and Ballard Link Extensions. We underscored our support for expanded transit around our home at Seattle Center and highlighted a number of concerns about the effects that construction may have on our physical spaces — in particular our iconic and unique Frank Gehry-designed museum building — and the experience of our guests.

As you consider alternatives to tunnel and station locations in the downtown segment (particularly in the area of the Seattle Center campus), we write today to reemphasize critical issues that your choices may implicate.

- **Impacts must be thoroughly studied for any tunneling *around or through* the Seattle Center campus.**

While the DEIS details the potential impact of construction on some specific sites and organizations, it fails to include MoPOP among them in a way commensurate with our exposure. Additionally, much of the DEIS discussion examines impacts on properties surrounding *stations* but does not give adequate attention to those along *potential boring paths*, including MoPOP.

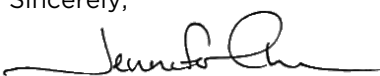
- **Tunnels and stations south of Mercer Street will require comprehensive vibration studies.**

The DEIS failed to address ground vibration and dewatering strategies along the proposed pathway for the tunnel between the South Lake Union Station and the Seattle Center Station. *Alternative pathways being considered south of that proposed tunnel — closer to our facilities — only add to the need for understanding the effects of ground vibrations.*

A detailed ground vibration study is necessary to quantify potential impacts, and determine appropriate mitigation strategies to minimize ground vibrations, particularly as it relates to tunnel boring. Potential impacts to our facilities include: loosening of metal screws holding exterior steel panels in place; stress to skylight seals and subsequent water infiltration; potential fracturing of roof glass panels due to movement of the supporting steel structure; and damage to priceless artifacts on display and in storage. This is true for the museum at 325 5th Avenue N, but also our administrative building at 120 6th Avenue N, which also contains sensitive facilities.

Thank you for your consideration of these comments. If you have questions regarding this letter, please reach out to MoPOP's Director of Facilities + Museum Operations, James Vegas, at JamesV@MoPOP.org or 206-262-3508.

Sincerely,



Jennifer Chu
MoPOP Interim Executive Director

MoPOP.org

ADMINISTRATIVE OFFICE
120 6th Avenue N
Seattle, WA 98109

MUSEUM
325 5th Avenue N
Seattle, WA 98109



July 14, 2022

System Expansion Committee
Sound Transit
401 S. Jackson St.
Seattle, WA 98104
emailtheboard@soundtransit.org

Submitted via email

Re: System Expansion Committee Meeting July 14, 2022 Public Comment

Pacific Iron & Metal, Pacific Fabrics and Seattle's Doorhouse wish to express our strong preference for the **SODO At-Grade South Station Option 1-b**. This is the same station design that is strongly preferred by the City of Seattle, the SODO Business Improvement Area, the Seattle Chamber of Commerce, industrial trade leaders, many of our SODO neighbors and countless others.

Pacific Iron & Metal Co., also known as Pac Iron, is a family-operated, **105-year-old industrial** metal recycling facility located at 2230 4th Ave S in Seattle. We are one of the largest metal recyclers in the region, and the only one primarily focused on non-ferrous metals serving Seattle, Bellevue and the surrounding communities. Thanks to our global network of consumers curated from 100-plus years of relationship-making in the industry, we are uniquely positioned to serve our public, private and governmental partners with their critical metal recycling needs.

We have operated at our location in SODO for more than 90 years, serving many of the public agencies and large companies that are integral to the region's economy. **Pac Iron handles millions of pounds of non-ferrous metal each month for clients in both the private and public sector, including, but not limited to, Puget Sound Energy, City of Tacoma, Seattle City Light, Snohomish County PUD, the City of Mercer Island, the US Coast Guard, Sound Transit, and countless others.** We also serve hundreds of the region's machine shops

and other manufacturers that **supply critical aerospace and marine parts** both for defense contracts and commercial business.

In order to assist this committee understand the breadth of our reach into your constituencies, please consider that we directly service the following throughout Sound Transit's service area:

- **County Executive Somers**, we are contracted to serve Snohomish County, and **since 2021 alone, we have recycled over 600k lbs of metal and made payments to the county of around \$500k**. In addition, we serve countless businesses and individuals throughout the county, including some of the largest manufacturers of aerospace parts in the region.
- **Councilmembers Balducci and McDermott: we service multiple King County agencies, including, Metro, Solid Waste, Wastewater and Office of Risk Management**. We service many hundreds of businesses within the county and many thousands of individuals.
- **Mayor Backus, we serve roughly 20 businesses in Auburn alone**, including some significant manufacturers, such as GT Development, Laser Cutting NW, Tri-Way Industries and West Coast Fabrication.
- **Mayor Franklin**, we have recycled over **200k lbs directly with the City of Everett itself since 2021** and we provide service to over 50 businesses alone in the city, as well as countless individuals.
- **Mayors Roscoe and Baker**, we serve a number of business and many individuals in both Fife and Kenmore, respectively.
- **Mayor Harrell**, we have been a part of this City's business landscape for 105 years, and **we serve many of the City's agencies, including Seattle City Light, Seattle City Water, Seattle Public Utilities, Seattle Public Library, Seattle Public Schools, Seattle Fire Department, Seattle Police Department, Seattle Parks Department and more**. There is no way to quantify the number of businesses and individuals that have and continue to rely on our service in the City of Seattle.

All of these partners expect and must have our service available without interruption. Our location at the nexus of I-5 and I-90 and our proximity to the Port of Seattle are critical to our ability to efficiently serve the needs of our customers.

Our location is also home to two sister businesses, Seattle's Doorhouse and Pacific Fabrics. Pacific Fabrics is a beloved retail store for the sewing community, and Seattle's Doorhouse is the go-to location for homeowners and contractors looking for reasonably-priced and reliable doors with a quick delivery. Across our three businesses, we employ more than 70 people in family-wage jobs.

Our facility will be significantly impacted by the construction and operation of the West Seattle Link Extension project. Although any option that minimizes the footprint of our operation, which is heavily dependent on volume, is difficult to bear, we would like to express a strong preference for the **SODO At-Grade South Station Option 1-b**. This alternative minimizes the

risk of either partial or full acquisition and will be the least impactful to our facility's highly complex stormwater system permitted through King County.

We are only able to enjoy the privilege of conducting metal recycling in the City of Seattle due to our significant and ongoing investment in a state-of-the-art stormwater treatment system. The system's location, including holding tanks and sampling ports, are primarily located on the southern edge of our property, an area potentially affected by every proposed design option for the new SODO station. Any adjustments to our stormwater system will likely require the consent of King County under our existing permit. We are extremely concerned about our ability to continue operations, and the decision ultimately centers on an open question as to Sound Transit's authority over King County to mitigate any needed changes to our facility's stormwater system.

As noted above, our location allows us to receive and process materials efficiently from partners across the state. If required to relocate, finding a comparable location that both provides the access the facility currently enjoys and satisfies all the stormwater permitting system requirements as detailed above will be extremely difficult, if not impossible, and will incur significant mitigation costs. **The cost and time required to relocate our facility will likely rival or dwarf those of moving the Vehicle Maintenance Facility (VMF) operated by USPS.** This point is noteworthy as the Staggered 1-a Station Design presented in the DEIS was articulated to be the only one that would avoid a relocation of the VMF, which was cited as potentially being more costly than the other station designs. **The Sound Transit staff, which had the monumental task of preparing multiple scenarios across the project, simply did not have adequate information at the time of drafting the DEIS about the costs and implications of attempting to relocate Pacific Iron & Metal Co. The cost comparison is incomplete at best and does not account for the significant costs and process of displacing our particular business.**

Most importantly, station designs that would extinguish our business will **jeopardize the dozens of family-wage, industrial jobs** generated by our work. Seattle's Doorhouse and Pacific Fabrics are each subsidized significantly by Pac Iron and would struggle to exist without it.

We recognize the logistical and other challenges involved in many parts of this line; however, there are so many stakeholders interested in seeing Station Design 1-b be built, including those agencies we service that this seems like one fight where nearly everyone can win. We ask this Committee to recommend to the Board of Directors that Sound Transit move Option 1-b forward as the preferred alternative while the environmental review process continues, allowing ST staff and others time to consider potential solutions to our remaining concerns regarding our treatment systems located in the area that would remain in question.

Like the City of Seattle, the Chamber of Commerce and all those **interested in a great transit rider experience, we all see the proximity of a future station to Lander St. as exponentially improving the usability of the dual stations** and view this option as a potential once-in-a-lifetime opportunity to develop something more forward-thinking on the USPS site.

The Board has demonstrated the value you place on long-term community businesses that have provided jobs to generations of Seattle-area families. Considering the impact this project will have to Pac Iron and the significant downstream effects to thousands of public and private partners who rely on our service, I urge you to seriously consider recommending Option 1-b as the preferred option.

Sincerely,

Ryan Glant

A handwritten signature in blue ink that reads "Ryan Glant". The signature is written in a cursive style with a long horizontal stroke at the end of the name.

CEO/President

Pacific Iron & Metal
2230 4th Ave S
Seattle, WA 98134
rglant@paciron.com
(206) 628-6242

Sound Transit Board of Directors Meeting
Written Comments of International Community Health Services
July 14, 2022

To Whom It May Concern,

I am writing to you today on behalf of International Community Health Services (ICHS). While ICHS broadly supports the West Seattle Ballard Link Extension project (project), the Draft Environmental Impact Statement (DEIS) is inadequate. We urge the Sound Transit Board of Directors to listen to the Chinatown-International District (CID) community and other community and conduct additional study on how to make 4th Avenue station options a winning solution for the entire region.

ICHS is a Federally Qualified Health Center with four full-service health clinics and seven satellite sites across King County. ICHS is deeply rooted in the Asian Pacific Islander community, with a mission to provide culturally and linguistically appropriate health and wellness services and to promote health equity for all. ICHS was founded in the CID in 1973 and has continuously been an anchor non-profit for the community. With our flagship location in the International District Square 1, we provide the full range of medical, dental, behavioral health and other health support services including a pharmacy, our Vision Clinic, our assisted living facility Legacy House, our adult day program and our congregate meal program for seniors.

ICHS does believe that this project will connect regional communities like Renton, Auburn, and Everett to job hubs, event centers, and neighborhoods within Seattle, and to the wider regional light rail system. **However, Sound Transit needs to clarify impacts and recommend mitigations**, so we encourage Sound Transit to involve the community to find solutions that minimize harm to the CID, south downtown residents and businesses and the broader community.

We know that time is short to make decisions for this important regional project, but **we believe that Sound Transit can invest in thoughtful analysis of 4th Avenue options now and save millions during construction**. 4th Avenue is an alternative that can better serve Sounder commuters, stadium visitors, and the surrounding neighborhoods, and it would avoid the most harmful impacts to our community that would result from the 5th Avenue alternatives. 4th Avenue can tie together Pioneer Square and the CID without unnecessarily disrupting CID businesses.

Building up 4th Avenue options is especially important as a matter of equity. The CID has been disproportionately harmed by past infrastructure projects, from I-5 and the Kingdome, to the newer stadiums and the streetcar lines, and everything before and in-between. Our neighborhood has been in a state of disruption for decades, and the neighborhood might not recover from another poorly planned public works project. There is no question that the 5th Avenue station's construction could create a stark wasteland in the heart of the CID for many years to come. As just one example of why more study is needed, the CID is home to about 1,200 Asian Pacific Islander elders, many of whom are low mobility, limited English proficient,

and have chronic health issues. This makes maneuvering around – and living through – major construction and temporary signage a serious issue. Sound Transit has not adequately analyzed or mitigated the impacts to the historically marginalized CID community. The CID is critical to the entire region’s social and cultural fabric, and it deserves to be centered in Sound Transit’s 100-year vision, not further marginalized. The community is unified in its call to reject another instance of permanent injury to our cultural, residential and business identity.

The Pioneer Square and CID communities need to be involved, not just engaged, in refining the solution. Our intention is to be a constructive partner with Sound Transit to find a just and equitable approach that improves connectedness between the CID, Pioneer Square and the Puget Sound region. The voices of the community, stakeholders, and the recent unanimous Seattle City Council resolution, call for a more thorough and thoughtful study of station options to find solutions that serve the whole region without sacrificing the cultural and historic heritage of the CID.

ICHS looks forward to being part of the problem-solving process, and is ready to work with Sound Transit and our neighborhood partners to make this happen. Thank you for your time today.

Sincerely,
Teresita Batayola
President and Chief Executive Officer
International Community Health Services