

**Avalon Neighborhood Form Letter**

I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).

I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5) and I strongly oppose alternatives DEL-5 and DEL-6, all of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel" alternatives include:

- (1) displacement of Transitional Resources on Avalon Way;
- (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
- (3) accessibility of remaining residences given the alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
- (4) construction impacts from excavation of retained cut; and
- (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.
- (6) mitigation of construction and noise impacts for the residents of 32nd Ave. SW. and Fauntleroy Way, SW. will require expensive concrete barriers for noise mitigation from the onset of the project and also to protect the residential neighborhoods from the train noise ongoing.

**Delridge Station:**

I strongly support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). I do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). Particular concerns with the Andover St. station include:

- (1) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp;
- (2) poor walkshed of station;
- (3) poor compatibility with racial equity toolkit;
- (4) bus transfer requiring buses to turn off of Delridge Way SW;
- (5) lack of community input from bus riders in south Delridge and Burien .

**Comment Responses:**

Comment	Response
I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5) and I strongly oppose alternatives DEL-5 and DEL-6, all of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor.	Your support for Alternative DEL-2a, Option DEL-2b, Alternative WSJ-3a, and Option WSJ-3b as well as opposition to Alternatives DEL-5, DEL-6, WSJ-4, and WSJ-5 has been noted.  Please see responses to CCG2 and CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
Particular concerns with the "Medium Tunnel" alternatives include: 1) displacement of Transitional Resources on Avalon Way; 2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives; 3) accessibility of remaining residences given the alignment of guideway near the corner of 32nd Ave SW and SW Andover St; 4) construction impacts from excavation of retained cut; and 5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover	Please see the response to CC4.4d in Table 7-1. For more information on the following topics, please see the noted sections of the West Seattle Link Extension Final EIS: <ul style="list-style-type: none"> <li>• Residential displacements: Section 4.1, Acquisitions, Displacements, and Relocations</li> <li>• Changes to roads and access: Section 3.5, Affected Environment and Impacts during Operation - Arterial and Local Street Operations, and Section 3.11, Construction Impacts</li> <li>• Description of construction methods: Section 2.6, Construction Approach</li> </ul>

## Appendix O. Draft EIS Comment Summary and Response to Comments

Comment	Response
<p>St, and SW Genesee St. mitigation of construction and noise impacts for the residents of 32nd Ave. SW. and Fauntleroy Way, SW. will require expensive concrete barriers for noise mitigation from the onset of the project and also to protect the residential neighborhoods from the train noise ongoing.</p>	<ul style="list-style-type: none"><li>• Visual impacts and mitigation: Section 4.5, Visual and Aesthetic Resources</li><li>• Noise impacts and mitigation: Section 4.7, Noise and Vibration</li></ul>

## Appendix O. Draft EIS Comment Summary and Response to Comments

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Communication	Contacts
501844	Megan Zamora
501848	Sergio Zamora
502416	Paul Haury
502514	Radhika Makhija
502569	Alicia Gaynor
503656	Joe Boomgard-Zagrodnik
503702	Kathryn Vitelli
503707	Sean Tamon
503952	Alan McMurray
504287	Sarah Stevenson, Judah Stevenson
504608	Gary Reifel
504626	Caitlin Singer
504627	Graydon Newman
504919	Myra Ferriols

Communication ( 4/26/2022 )

Dear Sound Transit Board Members,

Thank you for the opportunity to comment on the WSBLE Draft Environmental Impact Statement. My spouse and I have lived in the Avalon neighborhood at 4026 32nd Ave SW since 2018 - a wonderful neighborhood of single family homes, and within the walkshed of both the proposed Delridge and Avalon Stations and many businesses. We are excited about the potential for light rail expansion to our neighborhood, and strongly recommend the board select the options that will best respect the existing built and natural environment while creating potential sustainable West Seattle development in and around our neighborhood. We strongly believe that the best option available - and the only one that we support - is the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).

Avalon Station:

First and foremost, we do not believe the Avalon Station will add significant value to the overall West Seattle community given its proximity (only ~.5 miles) from the Alaska Junction Station. There isn't any other place along the Sound Transit line that has such a significant station density as these two proposed stations as those in Pioneer Square, and Pioneer square has significantly higher population density than our combined neighborhoods in West Seattle. Furthermore, I regularly walk to the location of the proposed Alaska Junction Station in less than 15 minutes. Given our strong support for the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b), but the uncertainty of 3rd party funding, we consider the Avalon station to be a lower priority than the longer tunnel and support dropping the Avalon Station (and all its associated costs and impacts) in exchange for a longer tunnel.

Delridge Station:

We strongly support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4).

We do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). We believe that the Andover station alternatives (Del 5 and Del 6) are poorly designed to serve the community due to

- (1) poor walkability for the Delridge community, and overall for walkshed of the station. Having regularly walked from Delridge up SW Yancy St, we know how steep the grade is on that street and we are very skeptical this "uphill walk" location will serve the Delridge community.
- (2) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp;
- (3) poor compatibility with racial equity toolkit;
- (4) poor compatibility with existing bus routes along Delridge Way SW;
- (5) lack of community input

Furthermore, we believe it is an irresponsible use of public funding to continue to allocate resources - time, funding, and effort for additional studies around the Andover station. We have been consistently disappointed throughout this process by the last minute additions and alternatives that are proposed around the Andover station, with no details or additional information to allow neighborhood response that is shared proactively with the community. These changes erode our trust in Sound Transit, and any confidence that a logical and data-informed approach is being used to evaluate all options.

Alignment:

Of the options available, we strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b) as the best overall option. We would support that option with or without the inclusion of the Avalon station, and would advocate for lowering the cost of this alternative by dropping/removing the Avalon station altogether.

We strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel" alternatives include:

- (1) displacement of Transitional Resources and childcare on Avalon Way;
- (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
- (3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
- (4) construction impacts from excavation of retained cut; and
- (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.

Additional alternatives to study:

We strongly encourage Sound Transit to study removal of the Avalon Station from the "long tunnel" alternatives (WSJ-3a/WSJ-3b). This option is similar to cost savings proposals presented to the

CAG in April 2021 but with lesser displacements and impacts in the Avalon neighborhood.

Sincerely,  
Megan Zamora  
Neighborhood Resident  
4026 32nd Ave SW Seattle WA 98126

**Owner(s):**

Contact ID	Name	Type	Phones	Email
<u>1073808</u>	<u>Megan Zamora</u>	Individual		<u>megan.e.harvey@gmail.com</u>

**Communication ID: 501848**

Communication ( 4/26/2022 )

Sound Transit Board Members,

Thank you for the opportunity to comment on the WSBLE Draft Environmental Impact Statement. My spouse and I have lived in the Avalon neighborhood at 4026 32nd Ave SW since 2018. I am excited about the potential for light rail expansion to our neighborhood, and strongly recommend the board select the options that will best respect the existing built and natural environment while creating potential sustainable West Seattle development in and around our neighborhood. I strongly believe that the best option available - and the only one that we support - is the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).

Avalon Station:

I do not believe the Avalon Station will add significant value to the overall West Seattle community given its proximity to the Alaska Junction Station. There isn't any other place along the Sound Transit line that has such a significant station density as these two proposed stations as those in Pioneer Square, and Pioneer square has significantly higher population density than our combined neighborhoods in West Seattle. Given my strong support for the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b), but the uncertainty of 3rd party funding, I consider the Avalon station to be a lower priority than the longer tunnel and support dropping the Avalon Station (and all its associated costs and impacts) in exchange for a longer tunnel.

Delridge Station:

I support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4).

I do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). The Andover station alternatives (Del 5 and Del 6) are poorly designed to serve the community due to

- (1) poor walkability for the Delridge community, and overall for walkshed of the station.
- (2) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp;
- (3) poor compatibility with racial equity toolkit;
- (4) poor compatibility with existing bus routes along Delridge Way SW;
- (5) lack of community input

Furthermore, I believe it is an irresponsible use of public funding to continue to allocate resources - time, funding, and effort for additional studies around the Andover station. I have been consistently disappointed throughout this process by the last minute additions and alternatives that are proposed around the Andover station, with no details or additional information to allow neighborhood response that is shared proactively with the community. These changes erode public trust in Sound Transit, and any confidence that a logical and data-informed approach is being used to evaluate all options.

Alignment:

Of the options available, I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b) as the best overall option. I would support that option with or without the inclusion of the Avalon station, and would advocate for lowering the cost of this alternative by dropping/removing the Avalon station altogether.

I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel" alternatives include:

- (1) displacement of Transitional Resources and childcare on Avalon Way;
- (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
- (3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
- (4) construction impacts from excavation of retained cut; and
- (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.

Additional alternatives to study:

I strongly encourage Sound Transit to study removal of the Avalon Station from the "long tunnel" alternatives (WSJ-3a/WSJ-3b). This option is similar to cost savings proposals presented to the CAG in April 2021 but with lesser displacements and impacts in the Avalon neighborhood.

Sincerely,  
Sergio Zamora  
Neighborhood Resident  
4026 32nd Ave SW Seattle WA 98126

**Owner(s):**

Contact ID	Name	Type	Phones	Email
877420	<a href="#">Sergio Zamora</a>	Individual	4259853790	<a href="mailto:sergio.zamora@gmail.com">sergio.zamora@gmail.com</a>

**Communication ID: 502416****Communication ( 4/27/2022 )**

Our house is 4115 32nd Ave. SW. 98126

We strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).

We strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel" alternatives include:

- (1) displacement of Transitional Resources on Avalon Way;
- (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
- (3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
- (4) construction impacts from excavation of retained cut; and
- (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.
- (6) mitigation of construction and noise impacts for the residents of 32nd Ave. SW. and Fauntleroy Way, SW. will require expensive concrete barriers for noise mitigation from the onset of the project and also to protect the residential neighborhoods from the train noise ongoing.

Re: Avalon Station

Further, we suggest the removal of the Avalon station as it combines a high foot/bike/transit traffic location with the entrance to the West Seattle Bridge making it dangerous for people coming to and from such a station.

Additionally, the Avalon station will further add traffic and parking impacts to our Avalon neighborhood, already inundated with a lack of parking, resulting in crosswalks being blocked by vehicles, making pedestrians less visible and at elevated risk with crossing the street. Adding 1200 daily boardings to the Avalon station will further put families and their children at increased risk in our Avalon neighborhood.

I have personally almost been hit 12 times crossing at the crosswalks on Genesee/32nd between Fauntleroy/32nd Ave. SW. Adding 1200 daily boardings will add an undetermined increased amount of cars driving to the area in a hurry to make sure somebody catches the train.

Sincerely, Paul Haury and Alizah Olivas, 4115 32nd Ave. SW. 98126

**Owner(s):**

Contact ID	Name	Type	Phones	Email
777561	<a href="#">Paul Haury</a>	Individual	206-714-6113 (Cell)	<a href="mailto:paulhaury@outlook.com">paulhaury@outlook.com</a> - <a href="mailto:paul@heartbasedleading.com">paul@heartbasedleading.com</a>

**Communication ID: 502514**

Communication ( 4/27/2022 )

Our house is 3220 SW Genesee Street, 98126

We strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).

We strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel" alternatives include:

- (1) displacement of Transitional Resources on Avalon Way;
- (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
- (3) accessibility of remaining residences given the alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
- (4) construction impacts from excavation of retained cut; and
- (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.
- (6) mitigation of construction and noise impacts for the residents of 32nd Ave. SW. and Fauntleroy Way, SW. will require expensive concrete barriers for noise mitigation from the onset of the project and also to protect the residential neighborhoods from the train noise ongoing.

Re: Avalon Station

Further, we suggest the removal of the Avalon station as it combines a high foot/bike/transit traffic location with the entrance to the West Seattle Bridge making it dangerous for people coming to and from such a station.

Additionally, the Avalon station will further add traffic and parking impacts to our Avalon neighborhood, already inundated with a lack of parking, resulting in crosswalks being blocked by vehicles, making pedestrians less visible and at elevated risk with crossing the street. Adding 1200 daily boardings to the Avalon station will further put families and their children at increased risk in our Avalon neighborhood.

Sincerely, Radhika Makhija and Vikram Baskaran  
3220 SW Genesee Street 98126

**Owner(s):**

Contact ID	Name	Type	Phones	Email
<a href="#">1079632</a>	<a href="#">Radhika Makhija</a>	Individual	+1 (312) 354-0683 (Cell)	<a href="mailto:radhi0325@gmail.com">radhi0325@gmail.com</a>



**Communication ID: 502569**

Communication ( 4/27/2022 )

Tunnel is the most important.

Also: zoning considerations after the light rail has been built. Homes that are adjacent should be up zoned to allow other multi-dwelling units be built near the transit station.

We strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). We strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel" alternatives include:

- (1) displacement of Transitional Resources on Avalon Way;
- (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
- (3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
- (4) construction impacts from excavation of retained cut; and
- (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.

Delridge Station:

We strongly support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). We do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). Particular concerns with the Andover St. station include:

- (1) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp;
- (2) poor walkshed of station;
- (3) poor compatibility with racial equity toolkit;
- (4) bus transfer requiring buses to turn off of Delridge Way SW;
- (5) lack of community input from bus riders in south Delridge and Burien.

Avalon Station:

We support the underground Avalon Station (WSJ-3a or WSJ-3b). However, given the low ridership estimate (1,200 daily boardings) and uncertainty of 3rd party funding, we consider the Avalon station to be a lower priority than the longer tunnel and support dropping the Avalon Station in exchange for a longer tunnel.

**Owner(s):**

Contact ID	Name	Type	Phones	Email
1079633	<a href="#">Alicia Gaynor</a>	Individual	815-277-7865 (Home) 815-277-7865	<del><a href="mailto:alicia.gaynor@highlineschools.org">alicia.gaynor@highlineschools.org</a></del> - <a href="mailto:alicia.gaynor@gmail.com">alicia.gaynor@gmail.com</a>

**Communication ID: 503656**

Communication ( 4/28/2022 )

Joe Boomgard-Zagrodnik Draft EIS Comment

Dear Sound Transit Board,

We are a family located at 4009 32nd Ave SW which is directly in the path of the "Medium Tunnel" alternative (DEL-6/WSJ-5). We strongly support the letter that we submitted on behalf of the Avalon neighborhood and our recommendations are reflected in that letter. In short, there is a strong consensus to select a long tunnel alternative with a portal to the east of Avalon Way. In this letter we wanted to give some additional context.

Our family is established in West Seattle. We have performed extensive renovations on our house to fit our needs. Our one-year-old daughter is enrolled in daycare in West Seattle. We have extended family living next door to us, a single mother and her 9-year-old daughter who attends Lafayette Elementary School. We are surrounded by our support network of close friends and neighbors. We are one block from a C-line stop that we use to commute. Given the difficulty of finding a replacement home that matches these attributes, forced relocation would lead to significant emotional and financial hardship. All 60+ of our neighbors who have signed the letter have similar stories to tell about how their lives will be upended if they are displaced by WSBLE construction.

The Avalon neighborhood has a history of being fragmented by large-scale transportation projects. In the early 1960s, a freeway ramp was constructed from 35th and Fauntleroy to the Spokane St drawbridge. Dozens of homes were demolished, SW Andover St was permanently closed west of SW 32nd St, and the Avalon/Belvidere neighborhood was permanently split into two pieces. The destruction of homes and businesses for freeway construction is now widely considered to have been a mistake.

The proposed elevated alternatives amount to doubling down on the mistake that was made sixty years ago. All of the elevated alternatives will result in the demolition of dozens of homes in the Avalon neighborhood and a further fracturing of the neighborhood into pieces.

Fortunately, the board can make an easy choice to bring fast, rapid transit to our neighborhood while avoiding unnecessary demolition and relocation. Longer tunnel options offer additional advantages including a lower guideway over Longfellow Creek and a lower height of the Delridge Station. Therefore, we recommend the following:

- (1) We request that Sound Transit study a longer tunnel alternative along the Yancy-Avalon routing, with a tunnel portal located to the east of Avalon Way and to the north of Yancy St. Combined with the removal of the Avalon Station, we expect that this alternative will be cost competitive with the Medium Tunnel/41st St alternative.
- (2) We request that the preferred tunnel alternative be considered without the Avalon Station, to avoid the excessive cost of two underground stations.
- (3) We recommend that the Sound Transit board select a long tunnel preferred alternative.
- (4) We support an underground Avalon Station, but recognize that it is the most logical component to drop, especially given the overlapping walkshed with the Junction station.

Signed,

Joe + Beth Boomgard-Zagrodnik  
4009 32nd Ave SW

**Owner(s):**

Contact ID	Name	Type	Phones	Email
<a href="#">1079604</a>	<a href="#">Joe Boomgard-Zagrodnik</a>	Individual	414-916-1771	<a href="mailto:joejoezz@gmail.com">joejoezz@gmail.com</a>

**Communication ID: 503702**

**Communication ( 4/27/2022 )**

Kathryn Vitelli Draft EIS Comment

My home is at: 3112 SW Avalon Way Unit 202 98126

I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).

I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel" alternatives include:

- (1) displacement of Transitional Resources on Avalon Way;
- (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
- (3) accessibility of remaining residences given the alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
- (4) construction impacts from excavation of retained cut; and
- (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.
- (6) mitigation of construction and noise impacts for the residents of 32nd Ave. SW. and Fautleroy Way, SW. will require expensive concrete barriers for noise mitigation from the onset of the project and also to protect the residential neighborhoods from the train noise ongoing.

Re: Avalon Station

Further, I suggest the removal of the Avalon station as it combines a high foot/bike/transit traffic location with the entrance to the West Seattle Bridge making it dangerous for people coming to and from such a station.

Additionally, the Avalon station will further add traffic and parking impacts to our Avalon neighborhood, already inundated with a lack of parking, resulting in crosswalks being blocked by vehicles, making pedestrians less visible and at elevated risk with crossing the street. Adding 1200 daily boardings to the Avalon station will further put families and their children at increased risk in our Avalon neighborhood. Adding 1200 daily boardings will add an undetermined increased amount of cars driving to the area in a hurry to make sure somebody catches the train.

Sincerely,.

Kathryn Welch Vitelli  
kvitelli@comcast.net

**Owner(s):**

Contact ID	Name	Type	Phones	Email
<a href="#">778137</a>	<a href="#">Kathryn Vitelli</a>	Individual	206-979-3181	<a href="mailto:kvitelli@comcast.net">kvitelli@comcast.net</a>

**Communication ID: 503707**

Communication ( 4/27/2022 )

Sean Tamon Draft EIS Comment

Hello,

I live at 3070 SW Avalon Way Unit F.

I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).

I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5) and I strongly oppose alternatives DEL-5 and DEL-6, all of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel" alternatives include:

- (1) displacement of Transitional Resources on Avalon Way;
- (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
- (3) accessibility of remaining residences given the alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
- (4) construction impacts from excavation of retained cut; and
- (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.
- (6) mitigation of construction and noise impacts for the residents of 32nd Ave. SW. and Fautleroy Way, SW. will require expensive concrete barriers for noise mitigation from the onset of the project and also to protect the residential neighborhoods from the train noise ongoing.

Thank you for your consideration,  
Sean Tamon  
3070 SW Avalon Way Unit F

**Owner(s):**

Contact ID	Name	Type	Phones	Email
<a href="#">958364</a>	<a href="#">Sean Tamon</a>	Individual		<a href="mailto:stamon45@gmail.com">stamon45@gmail.com</a>

**Communication ID: 503952**

Communication ( 4/28/2022 )

Dear Sound Transit Board Members,

Of the choices given for comment, I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).

I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor including:

- (1) displacement of Transitional Resources on Avalon Way;
- (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
- (3) accessibility of remaining residences given the alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
- (4) construction impacts from excavation of retained cut; and
- (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.
- (6) significant damage to adjacent green belts and wet lands

I further suggest the removal of the Avalon station. Not only is it too close to the other proposed stations, it also combines a high foot/bike/transit traffic location with the entrance to the West Seattle Bridge making it dangerous for people coming to and from such a station and, by extension, the unsafe feeling will give people the reason to just stay in their car and head over the bridge.

For the people who do choose to ride, the Avalon station will further add traffic and parking impacts to our Avalon neighborhood, already suffering with a lack of parking, resulting in crosswalks and bike lanes being blocked by vehicles, making pedestrians less visible and at elevated risk when crossing the street. Adding even a modest 1200 daily boardings to the Avalon station will further put the remaining families (and their pets) at increased risk in our Avalon neighborhood.

I do appreciate the ability you've give the public to respond to these initial routes and I do believe that you do take every serious comment into account and do your very best to seriously respond to them. But I also understand that you're selling a train here and I have some concerns that there are some alternative solutions available that maybe aren't getting their due.

One alternative that I believe makes a lot of sense is to split the West Seattle Extension into two phases. Phase one could get the line from SoDo to a more southern, lower-height Delridge station aligned to take advantage of the recent transit upgrades. Later, Phase two could then get up to a Junction adjacent station and possibly a third station further south somewhere to service the ferry or some future destination.

Thanks again for opportunity to comment,

Alan McMurray  
4022 32nd Ave SW, 98126

**Owner(s):**

Contact ID	Name	Type	Phones	Email
<a href="#">958339</a>	<a href="#">Alan McMurray</a>	Individual		<a href="mailto:atmonkeypox@gmail.com">atmonkeypox@gmail.com</a>

Communication ( 4/28/2022 )

Judah Stevenson Draft EIS Comment

Dear Sound Transit Board Members,

We are West Seattle residents and have closely followed the process of ST3 for almost five years. We have participated in many community events and have been very involved as part of the Avalon Neighborhood Group in providing feedback and outreach to Sound Transit.

Thank you for all of the time, effort, and thoughtful attention that your staff has contributed to the study and planning of light rail in West Seattle. As a vocal support of public transportation I am very excited for this future development and I enthusiastically support ST3 and the West Seattle extension. I appreciate the opportunity Sound Transit has provided to participate in this process by commenting on the WSBLE Draft Environmental Impact Statement.

Some of the options presented in the WSBLE DEIS serve West Seattle better than others, and others should be abandoned outright due to their poor performance under many criteria and a failure to serve communities in the way a well-designed, forward-thinking, community-minded public transportation system should.

Alignment:

We urge the Sound Transit board to study and select a long-tunnel alternative, with a tunnel portal east of Avalon Way and north of Yancy Street.

1. Originally proposed as a cost-saving measure, the elevated alignments now offer no significant cost savings when compared with tunneled options.
2. Tunneled alignments that are cost-competitive offer so many more benefits than elevated guideways, namely that they preserve the built environment, displace fewer businesses and homes, and integrate more seamlessly with the neighborhoods that they serve.
3. An elevated light rail system has never been attempted through such a densely populated residential environment with such varied, steep and hilly terrain. The resulting height of the tracks necessary to clear hills and connect to stations is so completely out of scale with the surrounding area it will forever alter the skyline of West Seattle and aesthetic beauty of this unique neighborhood.
4. Tunneled light rail is overwhelmingly preferred to elevated or at grade options by the neighborhoods that receive it.

Delridge Station:

We also urge the board to reject any Delridge station located north of Andover Street (Del-5 or Del-6).

1. Both Del-5 and Del-6 are too close to the Nucor steel mill, a heavily trafficked and very active industrial site, and too close to the elevated West Seattle bridge, an unattractive concrete behemoth. Neither offer a very pleasant aesthetic environment for the station that welcomes riders to West Seattle.
2. The walkshed of these station placements is severely undermined by their proximity to Nucor steel mill and the West Seattle bridge.
3. Located far off Delridge, tucked away these stations would require an inconveniently long and complicated transfer process for bus riders. After waiting at a stop light to turn left, buses would then have to compete with large trucks leaving and entering Nucor steel mill before finally pulling up to the towering light rail station which requires waiting for an elevator or trudging up several flights of stairs. And all of this just to ride the train one stop before having to transfer again to another train or bus in Sodo.
4. The proximity of this station development to Nucor steel mill and the West Seattle bridge make any potential T.O.D very undesirable.
5. These station placements would displace Alki Beach Academy, a large daycare center with deep roots in the West Seattle community that offers reasonably priced childcare to over a hundred children. To displace such a large capacity, successful childcare center in the midst of a child-care crisis severely undermines the parents and children of the Delridge community and West Seattle. How will Sound Transit remediate these deleterious impacts?
6. These station placements would also displace Transitional Resources, a highly respected and successful community behavioral health agency that serves vulnerable adults from all over King County living with serious mental illness. Transitional resources provides behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Displacing Transitional Resources has impacts far beyond just the loss of property or the loss of a few buildings—the life saving services that its patients and residents

receive will vanish into the air, impossible to replicate quickly or replace seamlessly. Displacing such a vital community institution—especially in light of all the other glaring inequities of these station designs—would be a severely misguided plan in the midst of a region-wide mental health services crisis. How will Sound Transit account for the loss of these services and the resulting negative impacts to residents, neighbors, and West Seattle?

Additionally, we urge Sound Transit to dedicate more resources to studying station designs that better serve the residents of South Delridge. The “Delridge” station options in the DEIS could more accurately be named the “Pigeon Point” or “Youngstown” stations. The area served by the proposed station’s walksheds offers scant convenience for the many residents of Delridge living south of Genesee street.

**Avalon Station:**

We support postponing or delaying indefinitely the Avalon station, both elevated and tunneled designs.

1. The ridership estimates for the Avalon station are too low to justify the costly expense of building it.
2. The proximity of the Avalon station to both the Delridge and Junction stations makes it redundant. This is evidenced by the overlapping walksheds of each station.
3. The only other segment of light rail with comparable station density is located in Pioneer Square. This should make it obvious that the Avalon station is misguided and unnecessary. There is no justification for the West Seattle extension having so many stations, especially in the face of such a serious affordability gap.

Additionally we recommend that the board resurface the Pigeon Point Tunnel alternative (Appendix M). This alternative reduces impacts in both the Andover and Pigeon Point neighborhoods and places the Delridge Station in a better location than the DEIS alternatives for both bus transfers and neighborhood integration. We believe that this alternative was dismissed too quickly and casually and merited inclusion in the DEIS.

In closing I plead that the board not be tempted by quick and easy alternatives whose strongest attribute is the cobbled together pairing of cost savings and technical objective satisfaction. Light rail is a generational decision. The options chosen will be in place for decades. We urge you to demand something that the entire community can take pride in.

Thank you again for this opportunity. I sincerely hope you will take the time to listen to those members of the community who will be impacted the most by this process, as future Sound Transit Riders, potential neighbors to Sound Transit infrastructure, or potential victims of displacement. And again, most importantly, I strongly urge you to avoid exacerbating the already catastrophic child care crisis and mental health care crisis in this region by displacing Alki Beach Academy and Transitional Resources.

Sincerely,

Judah and Sarah Stevenson  
4100 32nd Avenue SW

**Documents:** WSBLEDEIS Comments Judah and Sarah Stevenson.pdf

**Owner(s):**

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<a href="#">1079573</a>	<a href="#">Judah Stevenson</a>	Individual	9178476681 (Home) 9178476681	<a href="mailto:judah.stevenson@gmail.com">judah.stevenson@gmail.com</a>

**Communication ID: 504608**

Communication ( 4/28/2022 )

Gary Reifel Draft EIS Comment

I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). We strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel" alternatives include:

- (1) displacement of Transitional Resources on Avalon Way;
- (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
- (3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
- (4) construction impacts from excavation of retained cut; and
- (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.

Delridge Station:

I strongly support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). We do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). Particular concerns with the Andover St. station include:

- (1) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp;
- (2) poor walkshed of station;
- (3) poor compatibility with racial equity toolkit;
- (4) bus transfer requiring buses to turn off of Delridge Way SW;
- (5) lack of community input from bus riders in south Delridge and Burien.

Avalon Station:

I support the underground Avalon Station (WSJ-3a or WSJ-3b). However, given the low ridership estimate (1,200 daily boardings) and uncertainty of 3rd party funding, we consider the Avalon station to be a lower priority than the longer tunnel and support dropping the Avalon Station in exchange for a longer tunnel.

Additional alternatives to study:

I strongly encourage Sound Transit to study additional long tunnel alternatives that would not require 3rd party funding. These include:

1. Removal of the Avalon Station from the "long tunnel" alternatives (WSJ-3a/WSJ-3b). This option is similar to cost savings proposals presented to the CAG in April 2021 but with lesser displacements and impacts in the Avalon neighborhood.
2. The Yancy/Andover alternative (WSJ-4/WSJ-5) with a tunnel portal to the east of Avalon Way (with or without the Avalon Station). This modification would reduce the impacts of the "Yancy-Andover" routing and lower the height of the guideway in Delridge.
3. The Pigeon Point Tunnel alternative (Appendix M). This alternative reduces impacts in both the Andover and Pigeon Point neighborhoods and places the Delridge Station in a better location than the DEIS alternatives for both bus transfers and neighborhood integration.

The success of ST3 is dependent on the integration of light rail stations within dense residential neighborhoods and job centers. The above recommendations will achieve the vision that was promised to West Seattle voters.

Signed,

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Gary Reifel

Mobile: 206-601-1051

[gary.reifel@gmail.com](mailto:gary.reifel@gmail.com)

**Owner(s):**

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924291	<a href="#">Gary Reifel</a>	Individual	206-601-1051 2066011051	<a href="mailto:gary.reifel@gmail.com">gary.reifel@gmail.com</a>



Communication ( 4/28/2022 )

Caitlin Singer Draft EIS Comment

Hello,

I am a homeowner in the Avalon neighborhood at 3166 SW Genesee St., and support the positions outlined in the recent comment letter provided by residents of this neighborhood that was submitted. I've included a summary below of the alignment, station locations, and cost reduction strategies that I strongly support. The WSBLE extension offers an incredible opportunity for the neighborhood to gain fast and reliable transit access to the growing region-wide light rail network. I strongly advise the board to select a long tunnel alignment which enhances and complements the existing built environment. All other proposed alternatives, including the short/medium tunnels, would result in significant and irreversible environmental impacts to the Avalon neighborhood.

Alignment:

I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel" alternatives include:

- (1) displacement of Transitional Resources on Avalon Way;
- (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
- (3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
- (4) construction impacts from excavation of retained cut; and
- (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.

Delridge Station:

I strongly support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). I do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). Particular concerns with the Andover St. station include:

- (1) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp;
- (2) poor walkshed of station;
- (3) poor compatibility with racial equity toolkit;
- (4) bus transfer requiring buses to turn off of Delridge Way SW;
- (5) lack of community input from bus riders in south Delridge and Burien.

Avalon Station:

I support the underground Avalon Station (WSJ-3a or WSJ-3b). However, given the low ridership estimate (1,200 daily boardings) and uncertainty of 3rd party funding, I consider the Avalon station to be a lower priority than the longer tunnel and support dropping the Avalon Station in exchange for a longer tunnel.

Additional alternatives to study:

I strongly encourage Sound Transit to study additional long tunnel alternatives that would not require 3rd party funding. These include:

1. Removal of the Avalon Station from the "long tunnel" alternatives (WSJ-3a/WSJ-3b). This option is similar to cost savings proposals presented to the CAG in April 2021 but with lesser displacements and impacts in the Avalon neighborhood.
2. The Yancy/Andover alternative (WSJ-4/WSJ-5) with a tunnel portal to the east of Avalon Way (with or without the Avalon Station). This modification would reduce the impacts of the "Yancy-Andover" routing and lower the height of the guideway in Delridge.
3. The Pigeon Point Tunnel alternative (Appendix M). This alternative reduces impacts in both the Andover and Pigeon Point neighborhoods and places the Delridge Station in a better location than the DEIS alternatives for both bus transfers and neighborhood integration.

The success of ST3 is dependent on the integration of light rail stations within dense residential neighborhoods and job centers. The above recommendations will achieve the vision that was promised to West Seattle voters.

Thank you,  
Caitlin Singer

602.696.0550  
3166 SW Genesee St, Seattle, WA 98126

**Owner(s):**

Contact ID	Name	Type	Phones	Email
<u>1079491</u>	<u>Caitlin Singer</u>	Individual		<u>caitlinsinger@gmail.com</u>

Communication ( 4/28/2022 )

Graydon Newman Draft EIS Comment

Hello,

I am a homeowner in the Avalon neighborhood at 3166 SW Genesee St., and support the positions outlined in the recent comment letter provided by residents of this neighborhood that was submitted. I've included a summary below of the alignment, station locations, and cost reduction strategies that I strongly support. The WSBLE extension offers an incredible opportunity for the neighborhood to gain fast and reliable transit access to the growing region-wide light rail network. I strongly advise the board to select a long tunnel alignment which enhances and complements the existing built environment. All other proposed alternatives, including the short/medium tunnels, would result in significant and irreversible environmental impacts to the Avalon neighborhood.

Alignment:

I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel" alternatives include:

- (1) displacement of Transitional Resources on Avalon Way;
- (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
- (3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
- (4) construction impacts from excavation of retained cut; and
- (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.

Delridge Station:

I strongly support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). I do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). Particular concerns with the Andover St. station include:

- (1) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp;
- (2) poor walkshed of station;
- (3) poor compatibility with racial equity toolkit;
- (4) bus transfer requiring buses to turn off of Delridge Way SW;
- (5) lack of community input from bus riders in south Delridge and Burien.

Avalon Station:

I support the underground Avalon Station (WSJ-3a or WSJ-3b). However, given the low ridership estimate (1,200 daily boardings) and uncertainty of 3rd party funding, I consider the Avalon station to be a lower priority than the longer tunnel and support dropping the Avalon Station in exchange for a longer tunnel.

Additional alternatives to study:

I strongly encourage Sound Transit to study additional long tunnel alternatives that would not require 3rd party funding. These include:

1. Removal of the Avalon Station from the "long tunnel" alternatives (WSJ-3a/WSJ-3b). This option is similar to cost savings proposals presented to the CAG in April 2021 but with lesser displacements and impacts in the Avalon neighborhood.
2. The Yancy/Andover alternative (WSJ-4/WSJ-5) with a tunnel portal to the east of Avalon Way (with or without the Avalon Station). This modification would reduce the impacts of the "Yancy-Andover" routing and lower the height of the guideway in Delridge.
3. The Pigeon Point Tunnel alternative (Appendix M). This alternative reduces impacts in both the Andover and Pigeon Point neighborhoods and places the Delridge Station in a better location than the DEIS alternatives for both bus transfers and neighborhood integration.

The success of ST3 is dependent on the integration of light rail stations within dense residential neighborhoods and job centers. The above recommendations will achieve the vision that was promised to West Seattle voters.

Thank you,  
Caitlin Singer

602.696.0550  
3166 SW Genesee St, Seattle, WA 98126

**Owner(s):**

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**Communication ID: 504919**

**Communication ( 4/27/2022 )**

Myra Ferriols Draft EIS Comment

Our house is 4049 32nd Ave. SW. 98126

We strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).

We strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel" alternatives include:

- (1) displacement of Transitional Resources on Avalon Way;
- (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
- (3) accessibility of remaining residences given the alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
- (4) construction impacts from excavation of retained cut; and
- (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.
- (6) mitigation of construction and noise impacts for the residents of 32nd Ave. SW. and Fautleroy Way, SW, will require expensive concrete barriers for noise mitigation from the onset of the project and also to protect the residential neighborhoods from the train noise ongoing.

Re: Avalon Station

Further, we suggest the removal of the Avalon station as it combines a high foot/bike/transit traffic location with the entrance to the West Seattle Bridge making it dangerous for people coming to and from such a station.

Additionally, the Avalon station will further add traffic and parking impacts to our Avalon neighborhood, already inundated with a lack of parking, resulting in crosswalks being blocked by vehicles, making pedestrians less visible and at elevated risk with crossing the street. Adding 1200 daily boardings to the Avalon station will further put families and their children at increased risk in our Avalon neighborhood.

Sincerely, Vince Ferriols and Myra Ferriols 4049 32nd Ave. SW. 98126

Myra  
206-818-8746  
Sent from my iPhone

**Owner(s):**

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