

2/23/2023 Board Meeting Written Public Comment Submissions

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Seattle Metropolitan Chamber of Commerce Representing 10 organizations

The substance of this comment is within a letter included at the end of this summary.

Dear Sound Transit Board Members,

On behalf of 10 organizations representing business, community, and arts and cultural interests, please see the attached letter outlining issues to be considered as part of the Board's upcoming decision on a preferred alternative for the West Seattle and Ballard Link extensions.

We look forward to continuing to work with you and the project team to advance this important project for both the region and the City of Seattle.

Sincerely,
Rachel

Rachel Smith

President & CEO

[Seattle Metropolitan Chamber of Commerce](https://www.seattlechamber.com)

rachels@seattlechamber.com | d: (206) 389-7222 | c: (918) 809-2449

Richard Wilson – Development Services of America

The substance of this comment is within a letter included at the end of this summary.

Attached for your review, is our response to the WSBLE Draft EIS regarding the Sound Transit light rail planning specific to the West Seattle/Delridge station proposal. Our firm owns a commercial office building referred to as the West Seattle Corporate Center. Previously, we have provided comments on the initial Draft EIS; letter dated April 25th, 2022. This letter provides additional comments and concerns as Sound Transit has now added at least two additional alternatives for station location that are not a part of the Draft EIS.

Our firm developed the West Seattle Corporate Center after purchasing the land from then CEMRO Associates, or Seattle Steel. Our company history; and mine as the project manager at the time, with the land is from 1987 to current. This property is a highly valued asset to us, as it is with the local community. To this day we have provided stability, and landmark status to those who live and work in the area. We ask that full consideration be rendered on our comments to the Light Rail plans.

Rich Wilson
President/CEO
Development Services of America, Inc.

Robbie Tonkins – Taco Time Northwest

Dear Sound Transit Board,

In advance of your board meeting on 2/23/2023, I'm writing on behalf of Taco Time Northwest to voice our opposition to the Avalon Station in West Seattle. The planned station at the Alaskan Way Junction is in close proximity to the contemplated Avalon Station, and as a result, the much larger Alaskan Way Station is more than sufficient for riders from the area. Removing the Avalon Station per Sound Transit's own studies indicate ridership would remain the same (no significant reduction in ridership if removed) and \$80 million would be saved. Moreover, removing the Avalon station would save our Taco Time restaurant at 3500 Avalon Way, Seattle. Taco Time Northwest is a 4th generation family-owned company, with its first restaurant opened in White Center in 1962. We've been leaders in the restaurant industry between our award-winning composting program, local food initiatives, green power program, high quality fresh food, and for all that we do for our team members. The West Seattle restaurant is iconic and irreplaceable; it's been featured in commercials, employs many of our team members and is one of our top 2 restaurants in the company. We ask the Sound Transit Board to please consider removing the Avalon Station for all these reasons.

Sincerely,

Robby Tonkin
Taco Time Northwest
Co-President

Johannes Heine

Good afternoon,

Today you will hear about the West Seattle Link extension, and while it is still early in the process, I strongly urge you to support the elimination of the Avalon Station in the light rail expansion. This decision will result in numerous benefits for our community, including reduced residential displacements, a more efficient route, and cost savings of up to 80 million dollars.

This change states it will not significantly impact ridership, and in fact, is likely to lower the overall travel time for the West Seattle segment to SODO. Additionally, it will reduce road closures and minimize the impact to residents all over West Seattle. As the scope of the project is reduced it is also likely to take less time to construct, allowing West Seattleites access to smart transit sooner than expected.

In conclusion, the elimination of the Avalon Station is the best course of action for the West Seattle community. It allows for a smart and efficient route that minimizes impact to West Seattle residents who have already gone through years of frustration with the West Seattle Bridge. Besides, wouldn't it be great to come under budget and on time? So regar
Thank you for your time and consideration.
Sincerely, Johannes Heine

Blue Lantern Corps

Dear board members and community, I am writing to express my support for the CID station to be built along 5th Ave and South of Jackson St.

Please hear me out: If you want small business to thrive, you want to bring foot traffic directly to where the business are located. If you want the streets to be safe, you want to bring sound transit security coverage to the area. If you want to preserve culture, you want to create a reason for celebrations. What other than a light rail station can provide all those benefits.

Let's see this as an opportunity to minimize traffic impact and lower construction cost. See this as an opportunity to re-vitalize CID. See this as an opportunity to integrate and highlight Asian art work at the station.

The pros are clearly out weighing the cons. Don't be short-sighted by the temporary construction disruption. CID needs its own iconic station.

The future generations will thank you. This is a decision you all will be proud of.

— Blue Lantern Corps

Kathleen Barry Johnson – Historic South Downtown

The Substance of this comment is within a letter included at the end of this summary.

Thank you for accepting this comment on Agenda item 7 for the Feb. 23 meeting of the Board of Directors.

Kathleen Barry Johnson



Executive Director
Historic South Downtown
Historicsouthdowntown.org
206-351-4813.

Monisha Singh – Chinatown International District Business Improvement Area

Dear Sound Transit Board Members,

I am writing on behalf of Chinatown-International District Business Improvement Area (CIDBIA). CIDBIA is one of 11 Business Improvement Areas (BIAs) in the City of Seattle and represents over 500 ratepayers within the CIDBIA assessment boundaries. CIDBIA is a geographic based nonprofit organization that is tasked with improving and promoting Seattle's historic Chinatown-International District as a vibrant business district. Since its inception in 1995, CIDBIA has worked towards its mission of improving and promoting Chinatown-ID through four areas of work: sanitation, public safety, marketing and events, and advocacy. Creating a clean, safe, welcoming business district is critical in the economic vitality of small, medium, and large businesses in Chinatown-ID.

CIDBIA is part of a diverse coalition of voices in the Chinatown International District and Pioneer Square communities that are aligned on a path forward for the WSBLE project. **We believe Sound Transit must select 4th Ave S. as the preferred alternative and continue to partner with the community to identify solutions that minimize harm.**

A 4th Ave S. station has long been part of the broader vision for these neighborhoods and siting a station on 4th Ave S. provides the greatest opportunity for a pedestrian-friendly transit hub and more efficient regional connectivity. It is the only option on the table that has been fully studied, and then further refined, based on community input. We have yet to see how the newly proposed north/south option will affect our neighborhoods and – perhaps most importantly – how they will benefit our communities.

We know avoiding delay and additional cost is a top consideration when selecting a preferred alternative. Moving forward on 4th Ave S. keeps the system expansion project on schedule and leverages Sound Transit's most recent efforts to address the issues raised in the initial design of the station. Abandoning that work at this stage to explore a new station plan will introduce delays and additional costs.

-
We do not accept the notion that moving a station outside of the CID avoids disruption.

The CID and Pioneer Square will still bear the brunt of construction impacts, but without the benefit of a station. Related, the City of Seattle is currently evaluating a slate of infrastructure projects in our neighborhood. The City and Sound Transit should collaborate to find construction efficiencies to minimize disruption and harm to CID and Pioneer Square residents. Sound Transit and City officials

must work together to coordinate these massive projects, find areas of common ground and reduce the overall construction period to avoid overburdening a historically displaced community.

We have a shared desire for a light rail system that is efficient, user-friendly and provides for smooth and accessible connections. A station on 4th Ave S is the best option to achieve those goals and to serve the entire region and all the unique communities within it. It is critical to support the future economic vitality of the Chinatown-International District and Pioneer Square neighborhoods.

We ask the Sound Transit board to wholly consider the impacts to one of the region's most special, unique, and fragile communities and the residents and businesses who call it home. This decision will impact people, businesses, and the landscape of the CID for generations.

Sincerely,

Monisha Singh

Executive Director

[Chinatown-International District Business Improvement Area \(CIDBIA\)](http://Chinatown-International District Business Improvement Area (CIDBIA))

monisha@cidbia.org | O: (206) 382-1197 x1



Eugenia Woo – Historic Seattle

The substance of this comment is within a letter included at the end of this summary.

Dear Sound Transit Board of Directors,
Attached please find Historic Seattle's comments on the WSBLE Project.
Thank you.

Eugenia Woo
Director of Preservation Services
Historic Seattle
1117 Minor Ave | Seattle, WA 98101

Huy Pham – Washington Trust for Historic Preservation

Dear Sound Transit Board of Directors,

On behalf of the Washington Trust for Historic Preservation, I submit comments on the West Ballard Link Extension (WSBLE) Project as it relates to impacts to the historic Pioneer Square and Chinatown-International District.

The Washington Trust is a nonprofit organization dedicated to saving the places that matter in our state. In 2022, Seattle's Chinatown-International District was nominated by community members and ultimately listed as a Most Endangered Place. As a result, we urge the Sound Transit Board to carefully consider how each proposed alternative has adverse impacts on the community's residents, businesses, visitors, historic and cultural resources and traditions, and ultimately the collective livelihood for centuries to come.

Since the 1870s, the resilient and multi-generational neighborhood has endured the Great Seattle Fire of 1889, the Jackson Street Regrade through 1910, Executive Order 9066 in 1942, Interstate 5 completed in 1969, the Kingdome construction through 1976, and finally the International District/Chinatown Station built in 1990 as a bus until and renovated to accommodate light rail since 2007. In its current location, the C-ID could very well be Seattle's third and final Chinatown and its preservation is vital to Seattle's cultural identity and socioeconomic fortitude.

Based on the information that has been studied by Sound Transit and reported out publicly – and vetted by urban planning professionals and community groups members alike - it is clear that a 4th Ave S station delivers the greatest benefit to the community. Since its mention as even an option nearly five years ago, the only option on the table that has been fully studied, and then further refined, based on community input. On the other hand, 5th Ave S alternatives have been a nonstarter from beginning, bisecting the closest to the heart of the C-ID affecting Chinatown Gate, Hing Hay Park, two National Register listed or eligible buildings, and dozens of small local businesses - and North/South options have only been proposed two months ago.

We recognize that there are no options that do not harm the C-ID, in which the 4th Ave S options still requires careful implementation and meaningful mitigation commitments, while ensuring equal or expanded connectivity at the existing station. Yet, North/South alternatives as proposed while appealing to a more “hands-off” approach to the physical boundaries of the C-ID, they bring new concerns to historic Pioneer Square to the north, where the current Chinatown was relocated from and still an edge condition towards Japantown, as well as the former historic Immigration and Naturalization Services building, current home of the Inscape Arts and Cultural Center to the south. In some ways, the introduction of North/South options this late in the decision-making process is a reprimand veiled as compromise for the community's initial rejection the cheaper but more destructive 5th Ave option.

The Washington Trust for Historic Preservation amplifies the community voices in their call for mobbing forward on 4th Ave S. We do not support North/South options without additional and substantiated analysis and consistent community engagement, to which Sound Transit has already noted Motion 2022-57 approved last July that “A delay in confirming Preferred Alternative to be studied in the Final EIS would delay the start of the Final EIS and Preliminary Engineering and subsequent publication of the Final EIS” and drive up the cost of the overall process, making up the difference in choosing between 4th and 5th Ave options in the first place.

Thank you for the opportunity to comment. Please move forward on 4th Avenue S!

Best,
Huy Pham | Preservation Programs Director
he / him / his

Seattle Subway

The substance of this comment is within a letter included at the end of this summary.

Dear Board Chair Constantine, Members of the Sound Transit Board, and CEO Timm,

Attached please find a letter from Seattle Subway regarding the Chinatown International District station planning and selecting “4th Ave Shallower” as the Preferred Alternative. We are also submitting this letter for the record as a comment at the February 23rd meeting of the Sound Transit Board, in advance of that meeting.

Any follow up that you, your staff, agency staff, or other government entity staff would like to have with Seattle Subway is always most welcome, please direct follow up to my attention for coordinated response.

Thank you again.

Best regards,

Ben

Rebecca Chan

To Sound Transit Board Members and Seattle City Council Members,

4th Ave. South is the best location for a new light rail station:

- Working with the City on 4th Ave. viaduct, 2nd Ave. Extension, Jackson and Main Street bridge rebuilds concurrently to minimize construction disruptions to Chinatown, Japantown, and Little Saigon
- North of CID and South of CID Options will:
 - Isolate residents and harm business prospects
 - Require long walks and transfers that unfairly harm people of color and people with disabilities

Do NOT build on 5th Avenue, this will cause harm to the community there and cause even less people to come downtown for food and entertainment.

Rebecca Chan, CPA
She/Her/Hers

Sally K-M

To Sound Transit Board Members and Seattle City Council members-

I am writing to you as a concerned citizen and everyday light rail user in the central district. After reviewing the alternatives for the new light rail station involving the Chinatown ID Station area, I strongly urge you to vote for the 4th Ave.S. location.

-4th Ave. S. location is best because it connects Pioneer square, the CID , and Beacon Hill directly south to the airport and directly north to Northgate and Lynnwood.

- We need to maintain direct access to the CID district to provide much needed economic revitalization of the CID district which was devastated by the vandalism of 2020 caused by anti-asian crimes during 2020 and 2021. On top of that, the Covid lock downs caused a double whammy of devastation to businesses in Chinatown and. CID businesses. The building of the current LR stationing CID had already caused huge disruption and previous loss of business along 5th Ave.

Now that some economic recovery is occurring in the CID, there should be no more disruption or disconnection or interruption of LR station that brings in people directly and easily to CID district to help this community revive and not be disrupted again.

This CID area is recovering from triple trauma of the last 3-4 years, and should not be subjected further to any future disruption, displacement, or disconnection.

The community and businesses of Chinatown and the CID should not have to go through another trauma, when other better options are available.

-Other station options will require transfer and long walks to Westlake or SODO to a transfer line to go to Chinatown, the Eastside, and north to Northgate/Lynwood, or south to the airport. These transfer routes are difficult, very inconvenient for travelers with double backing of the route, causing unnecessary extra time and stress for the riders.

-Other 2 options will disconnect and bypass the CID and cause it to miss the important, economic sources for recovery and revitalization. The CID needs people to come to CID easily and efficiently to promote stability and growth.

Please vote for the 4th Ave. S location for the newLR station.

Thank you.

-Sally K-M,
Seattle, WA.

Charley Royer

My name is Charley Royer, and I am Lynn's husband. I, too support the 4th Ave. Shallow Option as the Preferred Alternative.

Charley Royer

Lynn Claudon

My name is Lynn Claudon and I both live and work in Pioneer Square. I am joining with other area residents and workers to urge the Board to select the 4th Ave Shallow Option as the preferred alternative for the Chinatown International District segment of the West Seattle Ballard Link project. I believe this option most respects the historic communities it borders as well as more quickly and efficiently serve and connect the rest of the region.

I urge you to select the 4th Avenue Shallow Option as the preferred alternative.

Lynn Claudon
Pioneer Square Seattle

Paul Murakami

Dear Sound Transit Board Members and Members of the Seattle City Council,

Our family owns the Jackson Building, located at 604 S. Jackson which our relatives had constructed in 1931 and operated the Higo Variety Store for 75 years.

The store is currently occupied by KOBO at Higo.

After reviewing the various options for a new light rail station, we support the 4th Ave S. option for the following reasons:

- It will connect Pioneer Square, the CID, Beacon Hill and the eastside cities, south to the airport and north to Everett..
- It provides direct light rail access to the CID, resulting in increased economic benefit for businesses in the CID and easy access for CID residents, employees and business owners.
- It provides CID residents easier access to other parts of the city along the rail lines.
- Allows easy access for folks to visit, shop, and eat in the CID.

Thank you for considering our input.

Sincerely,

Paul Murakami

Mike Ruby

This talk of moving the Chinatown-International District station north to Pioneer Square is just nuts. The ability to transfer directly to/from Sounder and Amtrak is important. The 45 ft deep station on 4th Ave will be convenient for Link riders. If you are not going to attract riders, why are you spending all this money studying and building it? If you can't stand the heat, get out of the kitchen.

--

Mike Ruby

Ian Strader

Hello,

Sound Transit must select 4th Avenue Shallower as the preferred alternative station option in CID. You should also consider not building a second downtown tunnel at all. Either inter-line one/both Ballard and W Seattle lines in the existing tunnel or have one/both new lines terminate at Westlake/CID. They could then be made driverless as well.

We can't accept ultra-deep new stations or new station locations that require inefficient transfers (ie proposed new station in pioneer square) to reach multimodal hubs.

Best regards,
Ian Strader

Curtis Walton

Please support the 4th Avenue Shallower as the preferred alternative station option in CID. It will offer the best future connectivity and can be paired with any upcoming required maintenance of 4th Ave and the 2nd Ave Extension (work that will likely need to be done regardless) to minimize construction impacts on the neighborhood.

Thank You,
Curtis Walton
Resident of Rainier Vista in Seattle

Ryan Wilson

Please select the shallow 4th Avenue option for the CID. It's the best option that balances all stakeholder considerations. Union Station would be perfect for a giant transit hub and the shallower 4th avenue station reduces vertical conveyance / travel time for transferring riders but also addresses the construction concerns of the CID community.

Ryan Wilson

Braeden Van Deynze

Sound Transit must select 4th Avenue Shallower as the preferred alternative station option in CID. This is by far the best solution for riders and the neighborhood. The alternatives at other sites (North/South) will still disrupt the neighborhood but lead to worse transfers, worse station amenities, and fewer opportunities for neighborhood businesses when construction is complete.

Additionally, the 4th Ave bridge will need to be reconstructed in the next 20 years regardless of where the station is built. Sound Transit should coordinate with the City to seek federal infrastructure funding to complete both projects simultaneously to minimize disruption. We will fail the neighborhood if we abandon plans for regional transit hub at King/Union stations and end up disrupting 4th Ave for years anyways when we rebuild the bridge. Stop ignoring this reality and be upfront with the true trade offs. Disruption is inevitable as our city grows and ages. Let's pull our heads out of the sand and build a city that will last and make our children proud.

Braeden Van Deynze
Rainier Valley

Unnamed Commenter

Sound Transit must select 4th Avenue Shallower as the preferred alternative station option in CID.

Matthew Smith

Sound Transit must select 4th Avenue Shallower as the preferred alternative station option in CID.

This station will be a 100+ year investment in transportation infrastructure and there can be no decision more equitable than the decision that results in the best possible transportation system. Having a deeper station or moving it out of the CID neighborhood entirely results in a worse system, as well as breaking the promise to voters in the ST3 package. It's beyond frustrating that 7 years after voters (including myself) approved this package that we are even entertaining the idea eliminating this critical transfer point.

Matthew Smith

Dani Tran

Hi Sound Transit,

As a Seattle native and frequent public transit user (who still doesn't know how to drive at the age of 30), the future of the new CID transit station is one that rings close to my heart. As an Asian American, I have created so many memories in the CID and the neighborhood from Little Saigon all the way down to King Street station we're where I enjoyed a lot of my time outside of school.

But, the reason why I came to the neighborhood so often was because of transit. The south end or Rainier Valley where I reside, has extremely large asian communities - young and old - who commute to and through the current CID station. Everyday me and many others in this area rely on the Link light rail to get us to CID quickly and efficiently.

During college, I had the privilege of going to a school in San Francisco. As you know, San Francisco is known for their vibrant Chinatown area, yet, during my 6 years in the city, I could only count on one

hand the amount of times I've been there compared to the 2-3x a week I go to Seattle. Why? Because getting there was extremely difficult via public transit. During my time there, there was no easy Muni Light rail service as with other places. But San Francisco has finally built a transit center in the heart of its Chinatown (it's been over 13 years in the making!). Here's one public comment about the San Francisco station that rings close to me, my friends and family who rely on the Link for easy travel:

"It means a lot, because as someone who grew up taking trips to Chinatown with my grandparents, it wasn't an easy trip — having to walk through hills and having to take multiple bus rides — and I think this really centralizes it and gives people, like my younger self and my grandparents, an opportunity to reach places that they previously had a lot more trouble reaching,"

When taking into consideration the longevity, efficiency, and equity for all current and future transit riders, Sound Transit must select 4th Avenue Shallower as the preferred alternative station option in CID. Unnecessary travel times and out of the way transfers will not create the sustainable transit system our city desperately needs. If it is not convenient, those who can afford it will ultimately still drive. This leaves those who do want and use the Link to have to walk further and many times on hills and uneven terrain. I am fortunate to be able bodied but a 10 minute walk is still a lot for me if other alternatives are chosen. I can't imagine how difficult it will be for those who aren't as fortunate or even tourists. Additionally, having a station at 4th Ave will allow better utilization and revitalization of Union Street Station in meaningful ways that would promote smaller business and creating a vibe and hub similar to New York's Grand Central Station. Union Station is an underutilized and under appreciated building filled with a beautiful interior that, as you know, can also be used for weddings and events. If transformed with 4th Ave station and our existing CID station, it could become an attraction like the Amazon Spheres. The future of our city's public transportation efficacy and to becoming a nationwide leader in transit should not be something we throw away for short sighted compromises. This piece of infrastructure will be used in our region's densest urban core, so it must be built in a manner that encourages people to ride transit. To do so, transit must be the fastest and most convenient option.

Thank you for taking the time to read my email.

Sincerely,
Dani Tran

Resources:

[Central Subway Opening Marks a Milestone for San Francisco and Chinatown
kqed.org](http://kqed.org)

Jakob Tukel

Hi there,

I'm a resident of Beacon Hill and I wanted to show support for the 4th Ave "shallower" option for the CID as part of the new link extension. I support this with the understanding that the midtown station will be constructed along 5th Ave.

Thank you all for your time and service!
Jacob Tukul

Carolyn Kulb

I'm in favor of the shallower tunnel for the 4th Avenue station. That station needs to be a central hub where transfers can happen seamlessly and quickly for all riders. That means not incorporating a zillion broken escalators and elevators! Additionally, some of the other proposals expect people in Ballard, Fremont, Wallingford, and West Seattle to endure 3- to 5- seat rides, with unnecessary transfers. People who can afford to do so will just drive. It's so shortsighted. The shallower tunnel at 4th is the most promising option you have put out so far. The temporary construction will be worth it in 100 years when we have an interconnected bus and rail system that is actually easy to navigate and equitable.

Paul Feldman

I encourage you to select the only station option that makes sense: the shallower 4th Ave CID station. It is the only choice that walks the talk for equity by minimizing impacts to the CID, both during construction as well as for the decades that the system will run. And it our only chance to build a true multi-modal transit network hub to link light rail, Sounder, streetcars, and of course buses in a way that centers the rider's experience. This choice minimizes vertical transfers and encourages ridership between trains and the many bus routes served by stops on 4th, 2nd, and Jackson. To move the station away from CID will be a 100-year mistake. We only get one shot.

I'm so happy to hear about the shallower 4th Avenue CID station option. It is clear this is the choice that most respects the CID's people, businesses, and communities while creating a true multi-modal transit network hub. This will be the most important transit location north of San Francisco. Let's knock it out the park, please!

Thanks for reading.

Onward,

Paul

Paul Feldman

John Lestina

Name: John Lestina

Resident of Seattle

To satisfy the role of a transit hub, it is imperative that the investment be made to keep the station in International District shallow. This will reduce the reliance on escalators, reduce elevator travel time, and reduce transfer times between the different modes. Over the course of years, the time saved among all users of the station will add up quite considerably.

Susan Reimers

Hello,

I'm a blind professional, and I depend on public transit for everything from commuting to work to getting to doctor appts, and from going out for a night on the town to grocery/clothes shopping. For me, transit IS my car, and though it obviously doesn't offer the same level of door to door freedom that car use does, I think it should work as flawlessly and efficiently as possible.

That's why I agree with Seattle Subway's opinion about the shallower station, for all the reasons they shared:

Though Sound Transit has provided limited information on this option so far, it is extremely promising for the following reasons:

- A shallower tunnel means easier, faster, access and transfers for riders throughout downtown;
- A shallower tunnel in that location meets the promise of a true multi-modal gateway and better activation of Union Station to create the positive and seamless experience on par with New York's Grand Central Terminal;
- Shorter travel times and better experiences will mean higher transit ridership, which is an equity and environmental win;
- The shallower tunnel at that location means Sounder/Amtrak riders accessing Ballard, Interbay, SLU and West Seattle will not be subjected to untenable 3-seat to 5-seat rides;
- The shallower tunnel forgoing the unnecessary additional transfer also makes the system more resilient: People of all abilities will be able to get to Sounder and Amtrak, even when 1- and 2-line trains are full;
- A shallower tunnel could mean a shorter construction timeline;
- A shallower tunnel could mean lower costs than previous options. Sound Transit and the City of Seattle, and all levels of government

should partner on CID bridge structure replacement costs given the City will someday need to pay for their replacement anyway.

Thanks,
Susan Reimers

Alec Georgoff

Hello,

I'd like to log my support for the 4th Ave Shallower option in the CID as part of ST3 planning. I believe it will achieve the best equity and ridership outcomes and help serve our region's transportation needs for the next century plus.

Thanks,
Alec Georgoff

Paul Wu

This comment included an attachment which is included at the end of this summary.

Sound Transit Board:

A group of University of Washington Architectural students (**Architecture 401**) under the guidance of professor **Matt Fujimoto** conducted a study of architecture and urban design relating to the proposed Sound Transit CID Station (see attached). This may provide added design input (think outside the box) to your station design for **4th Avenue Shallow option**. We are happy to share this with you. Please let me know if additional information is needed at this time.

Paul Wu, AIA

Friends of Chinatown-Seattle

Lynn Xiaoling

Dear Sound Transit Board Members and Seattle City Council Members,

Thank you for your hard work on improving transportation in Seattle.

I am a teacher in Seattle and have brought around 200 students from 2nd grade to 8th grade to visit CID's history, culture and food every year. My own kids also attend lion dance and Kung Fu class in a school at CID every weekend. Speaking of which, thank you for cleaning up the streets recently. My students and kids felt more comfortable walking around Hing Hay Park and the streets nearby.

I believe that 4th Ave. South is the best location for a new light rail station, which allows the most direct and easiest access for people to visit, shop and eat in the CID, especially those with disabilities. This location also helps preserve this National Register Historic District, its business and local community

members. This action shows how much Seattle respects and cares about non-dominant cultures. Eventually, this will also attract more tourists to visit Seattle, either Waterfront, Pike Place Market & CID route, or a sports game & CID combination. I truly appreciate your consideration.
Lynn Xiaoling

Unnamed Commenter

Sound Transit must select 4th Avenue Shallower as the preferred alternative station option in CID.

Cole Gleason

Dear Sound Transit Board,

I am extremely excited to see the progress on West Seattle and Ballard Link Extension, but I am writing today to point out that we are in Year 7 since the Sound Transit 3 vote was passed and still 16 years away from opening Ballard Link, if the current timeline holds. We can and should deliver expansions faster and better to meet our transportation, climate, and equity goals.

One way to do this is automated light rail, which the Ballard Link extension is a prime candidate for. Automated light rail allows trains to operate closer together as the systems are completely grade separated and computer controlled, making the timings very precise. Imagine instead of our current 4-car Link trains arriving every 6 minutes, a 2-car Link train arrives every 3 minutes. It can move the same number of people, with much less waiting, which is great for riders. But it's also a significant cost savings, both in upfront capital spend and ongoing operations. Because the trains are smaller and automated, the stations we build can be approximately half the size, saving up to 50% on cost.

Automated light rail is a mature and successful technology, and is common in the Canadian cities of Vancouver, Toronto, and Montreal. It's also being used in Honolulu, with a planned opening this summer. Let's consider this technology for Seattle as well, both for high train frequencies and lower expenses.

My concrete ask is for the Board to formally study the use of automated systems for current and future Link expansions. In the 2014 Long-Range Plan Final Supplemental Environmental Impact Statement, Sound Transit said "[d]riverless technology cannot be used on the spine itself, because the spine includes several at-grade signalized intersections". While this may be true, our assumptions have changed: we are building very little at grade segments now, and key portions of WSBLE (such as Ballard Link) could be built entirely separate from the existing track. This study would mesh well with the System Expansion Committee's planned work on standardizing station design, as smaller standardized stations could be significant cost savings.

My additional suggestion is that the EIS work for the Ballard extension includes an alternative with roughly the same preferred alignment and station locations between Westlake and Ballard, but

modified to fit the automated light rail technology. This alternative spur would end below the current Westlake station and not include a second tunnel through downtown at this time. A side by side comparison with the planned alternative should show the decreased cost, faster construction timeline, and better rider experience clearly.

Thank you,
Cole Gleason
Sound Transit rider

Sean Butterfield

Hi there,
I'm a 13-year resident of Seattle and a recently licensed RN. I support the plan for the ST3 CID station that is shallow and presents better opportunities for future transit connectivity. Building a deep station here is myopic and will be decried by future transit planners. Please choose the shallow option.
Sean Butterfield

Jeremy Swirsley

Dear Sound Transit Board,

It is crucial that we get the rider experience correct with the new downtown stations and build the new Chinatown/ID station on 4th Ave S, utilizing the shallower option in the existing Union Station. We will be stuck with the decision we make here for decades if not another century. We have only one chance to get this right. A poor quality transfer will hurt transit ridership, resulting in a transit death spiral. The only option that gives a good transfer between all link lines and Amtrak/Sounder services at King Street Station is to build the 4th Avenue Shallower station. Making the transfer further north, at the current Pioneer Square station, will make transfers too difficult and will harm ridership.

Thank you,
Jeremy Swirsley

Jason Rock

ound transit board, I am a Columbia City resident that takes transit or bikes for nearly all of my transportation needs. Removal of the CID stop from the Ballard to West Seattle project would be completely unacceptable. Concerns from the CID community should be acknowledged and mitigated as much as possible, but removal of the second CID stop would mean disconnecting the Rainer Valley from the CID via light rail. Bypassing the CID from the southend would have huge impacts to southend transit riders ability to access the whole of downtown and a few years after opening would be seen as a boondoggle as big as running the light rail at grade through the Rainier Valley.

Jason Rock
Columbia City resident

Grant Peltier

To the Board of Directors of Sound Transit,
Thank you for all the work you do to provide better mobility to the region. A few comments I have regarding future expansion plans

1. Please prioritize the importance of the future light rail riders who will be traveling through the CID station. One of the crucial pieces of good transit is to have quick and efficient transfers. The shallower we can make the 4th Ave option the better. This would allow for easy transfers between all light rail lights, Amtrak, Sounder, and many bus routes.
2. Union Station as an important part of our future CID station should have luggage lockers and quick food options
3. If it is cheaper to create entrances at the Midtown or Denny stations in existing roadway we should move forward with that plan. This could create spaces for activated plazas in the future.
4. If Ballard Light Rail options are between 14th and 15th then we should go with 15th. If we can move it further west that would be better.
5. If we need to save money we should do it at stations like Smith Cove and Interbay with lower projected ridership

In regard to current operations as a frequent rider and advocate for transit we need to figure out how to improve vertical transfers out of stations. All of these super deep stations proposed make me nervous considering how often escalators and elevators are currently broken. I would also love it if real time arrival screens started working,

In conclusion, please prioritize future transit riders and let's start making some ST3 decisions.

Thanks,
Grant

Matthew Trecha

Dear Board -

A true CID station is the only option. This is about connecting transit riders to our transportation hub - we cannot divert tens of thousands of future riders just to put off some construction in one neighborhood. This is not how to run a massive infrastructure project.

To quote The Urbanist's Stephen Fessler:

"From the beginning, an International District/Chinatown Station was always the obvious answer in Sound Transit 3. It was never a complex question. And it was never a complex question exactly because, like before them, transit planners, riders, and policymakers intuitively understood that it is and always will be at the heart of the transit system. It's the city's transit DNA, a definitive waypoint for journeys near and far. The debate now circling around can't and won't change that."

I urge you to read the remainder of the article on The Urbanist's website: "Fulfill Union Station's Promise by Connecting Seattle's Three Light Rail Lines"

Please don't destroy our ST3 investment. Build a true International District/Chinatown Station and complete what was promised to voters.

Thank you,
Matthew Trecha

James Nelson

My name is James D. Nelson, and I am a shareholder with Betts, Patterson & Mines, P.S. I live in Pioneer Square, and I work downtown. I am reaching out as part of a dedicated coalition of Pioneer Square stakeholders asking the Sound Transit Board of Directors to select the 4th Ave. shallow option as the preferred alternative for the Chinatown International District Segment of the West Seattle Ballard Link Extension project. A 4th Ave S station has long been a part of the broader vision for residents of the CID and Pioneer Square. From the beginning of this process, community members have been united in our consistent call for a station that is accessible, well-connected and contributes to this community's vitality. Based on all the information that has been studied by Sound Transit, shared with the community for feedback, and reported out publicly, it is clear that a station at 4th Ave S delivers the greatest benefit to the community. We believe it's possible to make a 4th Ave S option a winning solution for this community. Thank you for considering these comments.

James D. Nelson

Shareholder

Betts, Patterson & Mines, P.S.

Keith Kyle

ST Board,

Please choose to move forward with a multi-modal hub for CID station and advance 4th avenue shallower as the preferred alternative. It is the best option for transit riders by far. Moving the station away from the CID is a terrible equity miss and won't save the CID from construction impacts due to the decrepit state of the 4th avenue viaduct and 2nd Avenue extension.

Also: Do not delete midtown station. It's the highest performing new station in ST3 and removing it from the plan is in direct conflict with what voters approved in 2016.

Thank You,
Keith

Donald K. Mackay

To the Sound Transit Board:

I am a life long Seattle native, born at Doctors Hospital before it became Virginia Mason. As a resident of 2200 Westlake since 2014, I am very familiar with the SLU and Cascade neighborhoods. After review of the above referenced materials, I strongly encourage the Sound Transit Board to further explore the Terry Avenue Station location. Please consider it:

1. Provides a positive vertical connection between South Lake Union (SLU) and the East SLU and Cascade neighborhoods.
 - a. Without a terrifying 50 foot sidewalk climb up Denny Way.
 - b. Connects Boren, Fairview and all the Cascade area.
 - c. Including: 10,000 residences, 15,000 employees and nearly 450 hotel rooms.
2. With north / south access on both sides of Denny Way, it unites the existing, new and future residential and office development south of Denny Way.
3. Terry Avenue has historically been a service street. The station provides an opportunity for a completion of it's renaissance.
4. Speeds up progress with less diversion and intrusion.:
 - a. Faster completion
 - b. Lower cost implied, however the challenged cost differential estimate needs to be reviewed and revised.
 - c. Significantly less retail disruption.
 - d. No transit diversion required.
 - e. Significantly less utility displacement.
 - f. Fiber optic cable protection and preservation is standard construction practice.

I had planned to attend today's meeting in person, however my travel schedule did not allow it.

That said, I will attempt to attend virtually.

Please, consider the future of the entire area and our future and embrace the Terry Avenue plan.

Sincerely,

Don

Donald K Mackay AIA

Robbie Cunningham Adams

Hello,

I'm a Seattle resident and light rail user and I support the shallower 4th station option. It is critical we create integrated and easy to use transit systems. That is why the shallow 4th station in the CID, right next to Union Station and other light rail transfers is critical. This station hits the balance between minimizing impacts to the CID while continuing to build a useful and accessible transit station.

Furthermore, please keep the Midtown station.

Thank you

-Robbie Cunningham Adams 98125

Unnamed Commenter

The only option that will provide a benefit to riders is the shallower 4th Avenue option that reactivates Union Station as a transportation hub. There are too many transit connections here to avoid as some presented options have done.

The roadway viaduct needs to be rebuilt anyway, so there might as well be a head start with that and get this station as right as possible, even if it takes longer to build.

I would also like to say that I fully support a second tunnel being built. Some have suggested putting all lines into the original DSTT, which I do not believe is feasible. The city needs reliability and adding a second tunnel does just that, allowing opportunities to take the original DSTT offline for a much needed overhaul once the new tunnel is up and running.

Thank you.

Jeff Meyer

Hello,

My name is Jeff Meyer. I am a resident of the Ballard neighborhood of Seattle, and consider myself a transit advocate. I would like to urge the board to select an alignment for West Seattle/Ballard Link Extension that prioritizes rider experience and drives our region away from car dependency. This means creating stations with fast, efficient transfers and ones that serve a large number of riders.

I am writing to request that the board select a shallower 4th Ave Chinatown/International District station. This would allow for easiest transfers in a major hub on the line and create a great multi-modal station experience. I also urge the board not to delete Midtown station. We should be serving more riders with fast, efficient transit, not less, and deleting stations from our region and city's alignment does the opposite.

Finally, I would like to see future expandability in station and track/tunnel alignment and design. Additional branches would serve our region even better in the future, especially along the Aurora corridor and in east-west connections through the city of Seattle.

Thank you.

Jon Cracolici

Sound Transit Board Members,

Please select the shallow or shallower 4th Avenue Station as the preferred alternative. 4th Avenue is our opportunity to provide great service to a historically underserved neighborhood, as well as provide the best possible connections and service to tens to hundreds of thousands of daily riders. The future CID station should be the crown jewel of the entire regional system, connecting regional Amtrak riders, commuting Sounder riders, bus riders, and all Link lines. We can do this while listening to neighborhood concerns, helping them through the construction and positioning the community for a stronger future.

The community appears to have a lack of trust in government and its promises, but that should not be a reason to avoid serving them, it should be a reason to step up, center them, and serve them. A jewel on 4th Avenue does all that.

Thank you for your time,
Jon Cracolici

Jonathan Newberg – Crescent Heights

Dear Board Members:

We are writing on behalf of 4th & Columbia LLC, which is the owner of the properties located at 701 4th Avenue (TPN 0942000615 and TPN 0942000595) (the “Property”) to provide comments on the Draft EIS for the WSBLE project. The Property is developed with two parking structures. However, we have a permit application pending with the City of Seattle for the future development of a 1000-foot tall project with 1000 apartment units, office space and a hotel on the Property (the “Project”).

The ST3 Draft EIS suggests that both our properties will be taken for use as a construction site, with a 60-foot tall vent structure built on the southern parcel next to the Arctic Building. This vent structure would preclude the development of the Project and substantially impair any development of the Property, resulting in a loss of tens of millions of dollars including millions directly earmarked for affordable housing, about 1,000 housing units and thousands of local jobs.

We understand that the Sound Transit Board will be considering new station location alternatives for the CID station. We support the relocation of the CID station to a location near 4th Avenue & James Street, as proposed by Sound Transit staff. The establishment of this new station should also result in the elimination of the Midtown Station from the WSBLE plan, as well as avoid needless impacts to our Property.

We appreciate the opportunity to provide these comments.

Gei Chan

Hello Sound Transit Board,

I regret missing today’s Feb. 23 rd ST3 meeting, but my husband tested positive for Covid last night.

I just want to first acknowledge that the CID community is divided as to the best location of the ST3 Station. I appreciate Sound Transit working with the community on this issue.

I writing in support of the North Pioneer Square location. It's not that I don't believe that 4th Avenue Shallow isn't a viable option, it's just that there are no guarantees that the 10 year long construction cycle won't be the end of our neighborhood. That the CID won't be again required to sacrifice our community for the betterment of all. I know that no one can see the future, but we have lived with infrastructure projects that promised the same mitigation efforts...I-5, the Kingdom, and the Street Car line to nowhere, all of which extracted a heavy toll on the CID.

Unless there is real mitigation money, not funds distributed by non-profits that are acting in their own interest, but real dollars and oversight to insure the CID won't be destroyed and will be better off than it is today...I think we'd all agree at this point it's a pretty low bar.

Thank you,
Gei Chan

Meilani Mandery

Dear Board members,

I am once again writing to you as a worker and resident of the CID begging you to reject 4th and 5th avenue station locations. Beyond the many testimonies you've heard over the last year from community members demanding better, you know a station on 4th would be destructive for this neighborhood. We will not survive. It will be on your hands if this historic, cultural hub is destroyed. Please act with your values of racial justice and equity and advocate for North or North & South station alternatives. The CID deserves better than what Sound Transit has given us thus far. Please make it up to us by rejecting 4th and 5th!

Meilani

--

Meilani Mandery 周秀明
she/her

Denise and Miye Moriguchi

Sound Transit Board Members,

Thank you for your continued leadership on the West Seattle Ballard Link Extension. We know time is short to make decisions about the station locations for this important regional project.

From the beginning of this process, CID community members have been united in our consistent call for a station that is accessible, well-connected and contributes to this community's vitality. We understand at your February board meeting you will review a possible modified alternative for the WSBLE alignment that incorporates two relatively new ideas for station locations both north and south of the CID. We have yet to see information about how these options will affect our neighborhood and – perhaps most important – how they will benefit our community.

Whatever decision you make, equity requires investment in the CID – a neighborhood that has disproportionately endured under-investment and harm from past infrastructure projects. We must do better than simply avoiding harm.

We implore you to understand and communicate how these new station options will strengthen our community. What are the positive equity components of this choice? What is the commitment to ensuring a vibrant, thriving CID? How will elements of the vision our community has worked hard to describe over the past several years be implemented?

Please demand a credible plan that lays out how Sound Transit's link extension will leave our community better, for decades to come.

This is a hugely consequential project with a lasting legacy for our region. It is possible for you to land on a solution that increases connectivity, advances equity and ensures our communities can thrive for many generations. Thank you for your leadership.

Sincerely,

Denise Moriguchi
Chief Executive Officer

Miye Moriguchi
Real Estate & Facilities Manager
Uwajimaya, Inc.

Tamara Tamaribuchi

Dear Sound Transit Board Members,

My name is Tara Tamaribuchi and I am an artist tenant in the Inscape Arts Building. Before I focus on issues for the South CID option, I will say that I believe the 4th Ave Shallow option lacks precautions to safeguard this historic, ethnic and vulnerable C-ID neighborhood. And, I recognize an opportunity to create an arts and culture district with the couplet option.

Here is a list of issues to consider for the South Option:

-- Artists and their work at Inscape is currently impacted by noise, dust and vibration from the ST2 construction. These impacts have not been mitigated. A noticeable increase in dust occurred when the project started. The former INS building has original windows from the 1930s that do not protect work spaces from sound and dust. There are days I have to leave my workspace because the sound of jackhammering from ST2 work makes it difficult to think.

-- Noise and dust will likely increase exponentially at Inscape during a South CID construction, and impact a significant part of cultural production in Seattle.

-- All precautions should be take to ensure the historic building is protected. This building holds a lot of meaning, as the former immigration station and a site of Japanese American incarceration.

-- I am concerned about dust, noise and vibration, and its impact on unprotected artifacts of immigration -- the graffiti left by detainees from all over the world on the exterior walls of the former prison yards. The graffiti is legally unprotected and has no technical protection. I have seen s decrease

in the amount of graffiti over the last few years and worry that the current ST2 project has been a factor. There is an opportunity for Sound Transit to help provide technical preservation of such artifacts. -- the Inscape property has an easement that gives us access to parking in the lower parking lot. The spaces along the back retaining wall are part of the Inscape parcel. The proposed construction zone appears to block access to parking. That parking is important not just to tenants who need to drive to work but also it gives access our building-wide art events that are free and open to the public. Our events are a benefit to the public and enhances the cultural vitality of this region. The parking is also important for audiences of the Sankofa Theater on the 1st floor of the building. I would like to see a layout of the construction zone that allows access to the lower parking spots.

-- This is one of the few art studios buildings left in Seattle, a city where rent has become increasingly unaffordable and has pushed artists away, and thus we are losing the cultural vitality of the region. Given the rarity of this kind of building, the economic vulnerability of this profession, and it's high value in providing culture, Sound Transit needs to find ways to ensure that the studios remain conducive to getting artwork done.

-- If this project moves forward, Sound Transit needs to help preserve the 100 jobs that were created at this building. These are creative jobs that benefit the public by creating the culture of this region.

Thank you very much for your time in considering my comment.

Sincerely,

Tara Tamaribuchi

--

[Derek Lum - Interlm Community Development Association](#)

The substance of this comment is within a letter included at the end of this summary.

Hello Sound Transit CEO Timm, Mayor Harrell, Executive Constatine, and other leaders,

We are writing to you today because of the recent discussion in the community around the possible new Light Rail stations. As you can see with our attached document "Interlm CDA Final Questions...), we have many questions about the 4th avenue alignment and the new North and Sound alignments. As you can also see from our DEIS document in April, our concerns around physical, economic, and cultural displacement still hold true.

But we do see the potential for the new station locations to remove construction damage, which will surely fuel displacement, from the main neighborhood. We also see the ETOD opportunities plus the other landscaping or pedestrian improvements as potentially being a beneficial addition to the area. Some of these opportunities could begin to address, but surely not come close to eliminate, displacement risk stemming from the new station or stations.

We do not feel that the community can meaningfully compare the new station ideas with the 4th avenue option. *We do not want the new North or South options to be pulled away from the community too soon.* Instead, we want the North and South options studied and improved to a point where the questions we have outlined above are answered, along with other meaningful

community generated questions and presented to the community in a meaningful side-by-side comparison.

Thank you all for the hard work you are putting into this project,

Best,

Derek Lum (He/Him)
Policy and Advocacy Manager
InterIm Community Development Association
310 Maynard Ave South

Kimberly Sweatt - Lumen

Good morning,

Lumen would like to submit a comment to the Sound Transit Board of Directors & the System Expansion Committee regarding the expansion of the West Seattle and Ballard Link Extensions, specifically regarding the Terry Avenue Platform Option.

Lumen is a long standing Tenant in the Carrier Hotel building at 1000 Denny Way in Seattle and brings an extremely large amount of fiber and outside plant telecommunications architecture underground down the right of ways of Denny Way and Terry Avenue. Terry Avenue is a major telecommunications underground thoroughfare that carries major customers throughout Seattle and around the world. Any relocation or disruption to that architecture would cause significant risk to global communications as well as cost multiple hundred million dollars to reconstruct and relocate in another part of Seattle. Lumen respectfully asks that Terry Avenue not be considered as a potential expansion location for any extension of the railway line.

Kindest regards,
Kim Sweatt

Martha Barkman – MUI Terry LLC

The substance of this comment is within a letter included at the end of this summary.

Please find attached our comment letter in support of the original Denny Station location at Westlake and Blanchard.

Martha Barkman
Senior Vice President
Mack Real Estate Development

Mary Kay McCaw – KWP Inc.

The substance of this comment is within a letter included at the end of this summary.

Attached letter are KWP, Inc.'s comments regarding the Sound Transit Alternatives.
Debra Stroh
Assistant to M.K. McCaw

First Hill Improvement District

The substance of this comment is within a letter included at the end of this summary.

Dear Sound Transit Board,
I have attached a letter outlining opposition to the removal of the Midtown Station in downtown Seattle. One of First Hill's greatest asset is its dense residential and regional employment center, which are all within the walk shed of First Hill. Mass transit and high density go hand-in-hand. Our ask is quite simple, follow through with what the voters approved.
Respectfully,
--
Douglas Holtom
Executive Director, First Hill Improvement Association

Unnamed Commenter

ound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station, please.

Unnamed Commenter

First Hill has been waiting for adequate connection to light rail for a long time. The street car does not suffice.
Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with

direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Jeffrey Conor

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Unnamed Commenter

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station

Please, have some heart and dont skip first hill. We need this

Unnamed Commenter

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Stan Silverman

Elimination of the Midtown Station sure doesn't make sense to me!
Stan Silverman

Sean Huberth

Hello,

I hope all is well with you.

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Thank you for reading.

Best,
Sean Huberth

Nick Sattelle

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Nick Sattelle

Ross Peizer

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

--

Ross Peizer (he/him)

Unnamed Commenter

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Jacob Struiksma

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station

Joseph Anderson

Dear Sound Transit Board,

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

My kind regards,

Joseph Anderson

Alex Semaca

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

- Alex Semaca

Lee Roberts

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Please do not sacrifice long-term ridership and creation of sustainable transportation options for short term planning conveniences.

We love Sound Transit - please keep us moving forward, and reject the deletion or relocation of Midtown Station

Best wishes,
Lee

Andres Artze

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Very Respectfully,
Andres Artze

Laura

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Thank you for keeping promises to provide transit for all.
Laura

Unnamed Commenter

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Please, these changes can hurt Seattle's development for generations. We cannot afford to cut corners on a public service this essential.

Unnamed Commenter

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Miles Takahashi

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Miles Takahashi

Ziadee Cambier

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete

Midtown Station

Dr. Ziadee Cambier

Beacon Hill resident

Tom Smith

Sound Transit must reject elimination of a station projected to be as high performing as Midtown, serving 22,500 residents in 11,200 households and providing a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station. A loss of such magnitude would plague the system for generations. This is a once-in-a-lifetime opportunity to build the most responsive and responsible system for our great Link light rail!

Thank you for your time!

Tom Smith

Unnamed Commenter

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete

Midtown Station

Loren Isaac

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete

Midtown Station

Victor Couto

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Thank you,
Victor Couto

R.J. Novelli

Sound Transit's own studies show that the Midtown Station is the third-highest projected ridership station in the entire WSBL alignment. Therefore, I oppose Sound Transit's proposal to eliminate the Midtown Station, which serves 22,500 residents in 11,200 households and provides a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

R. J. Novelli

Elvin Yung

Hello,
Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Thanks,
Elvin Yung

Matt Evans

Good evening. Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor.

Do not move or remove Midtown Station.

Regards,
Matt - Seattle resident

Unnamed Commenter

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Ash Parasa

Hello Board,

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Best,

Ash Parasa

Unnamed Commenter

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station

Mark Kiser

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Mark Kiser, Seattle

Arash Akbar

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Thank you for your consideration.

Arash Akbar (Seattle resident)

Reed Hampton

Sound Transit Board,

I hope this email finds you well, I am emailing in regards to proposed alterations to the Midtown Station alignment for ST3. Sound Transit must reject the elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and providing a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Please do not move or remove the Midtown Station from our ST3.

Best Regards,
Reed Hampton

Zoe Hoster

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Unnamed Commenter

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Unnamed Commenter

Please!! Keep Midtown station!! :(:(Do not move it. The projected ridership numbers are substantive and there's not a compelling reason to relocate.

Unnamed Commenter

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with

direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Nicholas Wagner

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Nicholas Wagner

Aaron Lichtner

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

We need to make the system actually efficient and work far into the future. Don't sacrifice its quality.
Aaron Lichtner

Derek Dexheimer

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. This would be an epic own-goal in creating a dynamic, living, 15-minute city.

Do not move or delete Midtown Station.

Thanks,

Derek Dexheimer

Unnamed Commenter

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Dirk Bokeloh

Hi Sound Transit WSBLE Team,

This is indeed another form email, but the message is one I strongly agree with.

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Kind regards,

Dirk Bokeloh

Pioneer Square Resident

Ben Ferlo

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

-Ad Astra,
Ben Ferlo

Mary Jo Burns

As others are saying... removing the Midtown Station is not what we, the voters, approved. I use public transportation and would highly value access here.

Mary Jo Burns

John Rumpeltes

I am registering an official comment opposing ***removing the Midtown Station. This is not what we, the voters, approved.***

Please reconsider this action.

John Rumpeltes

Unnamed Commenter

The plans for the Midtown Light Rail Station must not be abandoned!
With the huge number of apartments and condos in downtown Seattle and First Hill, there is a very large population that needs access to Light Rail! Downtown Seattle is turning into a residential area, and transportation is an absolute necessity!
WE VOTED FOR IT, AND WE NEED IT!!!

Ellen Kissman

Dear Sound Transit Board:

I urge you to keep the Midtown Station in the ST3 plans as the voters approved. First Hill, one of the densest neighborhoods in the state, deserves easy access to high capacity transit.

Thank you —

Ellen Kissman

Daniel Sheldon

Dear board members:

I am writing to ask you to reevaluate your proposed removal of the First Hill Midtown Light Rail Station. In 2016 voters approved the extension of this line. Its removal, with no adequate communication of your intentions, will have a severely negative impact on those who live and work in Seattle's vibrant First Hill neighborhood. Please reconsider this rash and unfair decision that fails voters and supporters of this vital transportation.

Thank you,
Daniel Sheldon

Beth Slattery

Dear Sound Transit Board—

As a 16-year resident of First Hill, I've been disappointed that a light rail station up here never materialized, and now I've learned that the projected Midtown station has been eliminated in the latest proposal. Given that this would be the third-highest ridership station, you are not serving the population who will use it most. We have been navigating the construction in First Hill for the Rapid Ride G Line— we've had the daily noise, dirt, and having to navigate the construction on the roads and sidewalks. Without the Midtown station connection, one wonders what the point has been. If First Hill is to fend for itself in terms of transportation.

My husband and I have chosen to live in First Hill and live without a car because we knew it was better for Seattle and better for the planet. In order to do this effectively, however, we put our faith in the long-term plans of Sound Transit and now it seems perhaps that was a mistake.

Keep us connected. There is an aging population that lives here and that visits here with the multiple hospitals in the area, and we need to have a seamless transportation system in place for those people and others. It's a matter of social justice.

Please reconsider the plan to ignore First Hill's needs.

Sincerely,

Beth Slattery

Darren Hochstedler

I just heard that you are considering dropping midtown station from the Light Rail System. I am surprised by this decision. I thought the purpose of the Madison G Line was to connect to the midtown station. I hope that you will reconsider and decide that connecting first hill and all of the medical services in our neighborhood with the rest of the light rail system. It will also be helpful for all of the medical workers, restaurant workers and others who work on First Hill but can not afford to live anywhere close. This was promised as an easy way to connect them to their job sites. Thank you for listening.

Darren Hochstedler

Wendy David

I'm writing to emphasize the important of keeping the Midtown Station in downtown Seattle, as approved by the voters in 2016. As a resident in First Hill who is totally dependent on public transit, I am counting on this midtown station to fulfill my transportation needs. Please keep it as approved by the voters and do not consider eliminating the midtown station from First Hill.

Thank you,

Wendy David, Ph.D.

Unnamed Commenter

Removing the Midtown Station is not what we, the voters, approved. Why are you cutting out this portion of the light rail?

Linda and Ed Marcuse

To the Board:

As a First Hill resident, I am distressed that we have not been advised that dropping the building of the Midtown Light Rail station was being considered by you.

We must have a walking distance light rail station to serve current residents as well as those who will be filling the large apartment and condo buildings being finished/underway on First Hill. Just take a walk on 8th Ave. between Seneca and Cherry to see an example of our area's significantly increasing housing density.

The Midtown station would also serve people commuting from elsewhere in Seattle to jobs in our area. They serve three hospital complexes: Harborview, Swedish and Virginia Mason, all within blocks of each other, as are a number of retirement communities, Murano, Skyline and Horizon House for example.

Do not dismiss the Midtown Light Rail Station! Please!

Linda and Ed Marcuse

Unnamed Commenter

This is what we voted for!!!!

Sent from my iPhone

Kathy Rode

Your last-minute proposal that would eliminate the Midtown Station is unacceptable, and I oppose it ***Removing the Midtown Station is not what the voters approved.***

Back in 2016, regional voters approved Sound Transit 3 - which included a Midtown Station in downtown Seattle. Sound Transit estimates show this will be the **third-highest ridership station** in the entire system - with 15,500 people estimated to ride it to and from our neighborhood every day. First Hill residents like me are waiting for and counting on the transit access the Midtown Station will bring to our community.

- There has been zero outreach by Sound Transit about this new proposal. We deserve a robust, transparent discussion before a decision of this magnitude would be considered

- The point of light rail is to connect people and the region. Canceling the third-highest ridership in the entire alignment makes the whole light rail system less usable and will negatively impact our neighborhoods. How are the 15,000 people a day who will be using that station expected to get to their jobs and homes in First Hill?

- It makes Rapid Ride G less usable.** Our neighborhood has experienced highly impactful construction from the Madison Rapid Ride G Line, which was promised as a connector to light rail. If Midtown Station goes away, the Madison Rapid Ride G Line won't connect to the regional light rail.

- No more unmet opportunities!** Most of First Hill is within walking distance to the Midtown Station. We were supposed to have light rail years ago, we can't double-down on cutting our dense residential and employment neighborhood to reach connections.

Kathy Rode

Unnamed Commenter

This station would provide an important connection with the First Hill AND Sound Transit estimates show it will provide the ***third-highest ridership station*** in the entire system . The estimated ridership is 15,500 people to and from our neighborhood every day.

When regional voters approved Sound Transit 3, a Midtown Station in downtown Seattle was included. First Hill residents and workers are waiting for and counting on the transit access the Midtown Station will bring to our community.

Anne LeVeque

Please vote to approve the Denny/Terr Ave location.

Why?

Because closing Westlake would mean four years or more of upheaval, loss of convenient transit, and extra cost for sewer main replacement. I am sure you realize that Westlake would be completely closed all this time for several blocks and Westlake is a major thorough fare! The Denny/Terry station would open up the Cascade neighborhood and certainly please the 300 or so retirees living on Fairview and Denny who love to travel the city if they find convenient transportation.

Thank you,

Ann LeVeque

Annemarie Godston

Do not remove the midtown station. We NEED to have it for the health of Seattle!!!!
Annemarie Godston

Peter Kim

Good afternoon Sound Transit board. I am a resident of South Lake Union and also work in the area. I'm writing to express my deepest concern around the possibility of the new Denny Station at Westlake Avenue as part of the Ballard Link Extension and the closure of Westlake Avenue. Doing so would create serious traffic congestion, halt vital public transit routes and erode the economic vibrancy and vitality of this important Seattle community that is the heart of Seattle's vital tech sector. **I would like to strongly urge the Board and decision makers to choose a station at Terry Avenue as part of the South Lake Union Mix and Match instead.**

I have witnessed personally construction projects like this before and what they can result in when they force the closure of a major artery. In my former life I was a municipal hall reporter in Canada and covered the (in)famous **Yonge-Eglinton Crosstown construction** project, which is *still* ongoing. I will spare you the details but included some links below for your reference. Please watch the very short videos in the first two. This is the type of chaos that can result, leading to four years of negative media coverage and crisis communication/damage control for city and state agencies as residents and businesses raise concerns.

- <https://toronto.citynews.ca/2023/02/17/eglinton-crosstown-construction-metrolinx-media/>
- <https://toronto.citynews.ca/2022/11/09/eglinton-crosstown-lrt-delay-traffic-construction-toronto/>
- <https://globalnews.ca/news/6290487/toronto-little-jamaica-lrt-construction/>
- <https://storeys.com/eglinton-crosstown-lrt-delay-public-inquiry/>

I urge you instead to choose Terry Avenue as the location for the Denny Station as part of the SLU Mix and Match configuration.

Thank you for your time and consideration,

Sincerely

Peter

Candace Wilkinson-Davis

Removing the Midtown Station is not what the voters approved in 2016.

This train stop would be a great asset for our venue and the community we serve! Please keep it in the Sound Transit 3 plan!

Candace Wilkinson-Davis (*she/her/hers*)

Unnamed Commenter

Back in 2016, regional voters approved Sound Transit 3 - which included a Midtown Station in downtown Seattle. Sound Transit estimates show this will be the *third-highest ridership station* in the entire system - with 15,500 people estimated to ride it to and from our neighborhood every day. First Hill residents and workers are waiting for and counting on the transit access the Midtown Station will bring to our community.

Unfortunately, with less than a month left to decide, the Sound Transit Board is now considering a last-minute proposal that would eliminate the Midtown Station. This is unacceptable, and I must oppose it for the following reasons:

- **No communication.** There has been zero outreach by Sound Transit about this new proposal. We deserve a robust, transparent discussion before a decision of this magnitude would be considered.
- **This doesn't make sense.** The point of light rail is to connect people and the region. Canceling the third-highest ridership in the entire alignment makes the whole light rail system less usable and will negatively impact our neighborhoods. How are the 15,000 people a day who will be using that station expected to get to their jobs and homes in First Hill?
- **It makes Rapid Ride G less usable.** Our neighborhood has experienced highly impactful construction from the Madison Rapid Ride G Line, which was promised as a connector to light rail. If Midtown Station goes away, the Madison Rapid Ride G Line won't connect to the regional light rail.
- **No more unmet opportunities!** Most of First Hill is within walking distance to the Midtown Station. We were supposed to have light rail years ago, we can't double-down on cutting our dense residential and employment neighborhood to reach connections.

Please stop this poorly thought out idea and keep the future of our neighborhood connected and well-served by transit!

Doris Koo

Residents and workers living and working on and around First Hill need the Midtown Station. It will really be short sighted to eliminate this option, let alone creating an extremely inequitable situation. Hundreds of Public Housing residents and families living at Yesler Terrace should have the same equal access to light rail as everyone else in the city, such as U District, Roosevelt and Northgate. Please reconsider your decision and reinstate the Midtown Station at First Hill. Thank you.

Doris Koo
Community member

Molly Linden

Dear Members of the Sound Transit(ST) Board. I was just notified of a proposal that you will be hearing/deciding upon: Elimination of Midtown Station. Please do NOT do this. Here are my concerns and support for NOT eliminating this station:

1. This proposal is out of the blue. There has been zero outreach by ST to the Midtown Station group. How can this be explored critically by all parties when the key group (Midtown Station) is being left out?
2. The potential volume of daily Midtown Station by FH users is significant (15K) - If the point of Sound Transit is to encourage and streamline transportation - why would this proposal even be considered?
3. The ongoing/disruptive efforts of the Rapid Ride G (well known to First Hill) - have been bearable knowing that First Hill is in it for the "long game" - knowing the Rapid Ride G would connect to the Midtown Station. Removing the Midtown Station is reminiscent of the promised provision of a link from downtown to the Airport. Only to discover that when one reaches the end of this link terminal there's a surprise - a *significant* distance on foot - to actually get to the airport - with family and luggage in tow. This made NO SENSE. These efforts are in no small part due to the expectations and money that supports these efforts. When will "the people that ultimately make the decisions" (e.g. you) actually stay on point, keep your promises and provide every day people with promised results?

Please do NOT even consider a proposal to eliminate the Midtown Station.

Sincerely,

Molly Linden/ First Hill Resident/ Member of First Hill Improvement Association

Unnamed Comment

Sound Transit's own estimates show that Midtown is the third-highest projected ridership station in the entire West Seattle to Ballard alignment, with 15,500 daily riders projected. Midtown will serve 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs. Midtown Station will also provide direct connections from the Madison Street BRT (Rapid Ride G) corridor. My ask of you is simple - stick with the plan voters approved and build the Midtown Station."

Michael Hlas

Sound Transit must reject elimination of a station as high performing as Midtown, serving 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs, with direct connections from the Madison Street BRT (Rapid Ride G) corridor. Do not move or delete Midtown Station.

Michael Hlas

Ballard Resident

Gary Riley

Dear Sound Transit Board:

I am a resident of First Hill and downtown worker who is very concerned about a potential modification to the Draft Environmental Impact Statement (EIS) Preferred Alternative for the Ballard Link Extension. In 2016, voters approved funding for Sound Transit 3, which includes the Midtown Station. This station would serve portions of downtown and -- crucially -- those that live or work on First Hill. Now, I understand the Board is considering eliminating Midtown Station and has invested considerable effort in planning for this significant modification.

Without Midtown Station, a large group of transit users will continue to be poorly served by a system that already abandoned earlier plans for a First Hill Station. I live along Madison Street and understand the years of disruptive construction along corridor will bring us better service with Rapid Ride G. Without the Midtown station, Rapid Ride will not fulfill its potential - or make best use of the funds put into it - to connect First Hill medical centers, schools, and residents to the regional transit system. The backbone of our regional transit system is Link light rail, and First Hill is a priority for connection to it. Moreover, I am concerned that the engagement process described in the January 24, 2023 Ballard Extension Further Studies: Chinatown/International District (CID) memo by HNTB did not appear to include my neighbors or my neighborhood. At the Board's direction, important outreach was conducted regarding impacts from the extension to the CID community. This engagement is critical to address the needs of the CID that have been overlooked by the city and region. However, I believe it is also important that Sound Transit substantively engages with the First Hill community in its development of location options for a Midtown Station - a station that voters approved in 2016 and is included in the Draft EIS.

First Hill's strength is its dense residential community and major employment centers, all within walking distance of the Midtown Station. Those of us who live and work here need light rail, and we need the Midtown Station. Removing this portion of the ST3 Plan would be the second light rail station denied to a dense, urban neighborhood. Please engage in a robust discussion with our community prior to making this decision that will impact our neighborhood, city, and region for decades to come.

Respectfully,
Gary J. Riley, P.E.

Karen Eckert

All,

I implore you to not cancel the midtown light rail station. This was approved by the voters and planned for First Hill.

All transportation (Madison Rapid G) and developments (not requiring new developments to provide ample parking for their residents) has centered on this promise! Without the station, people will be encouraged to drive cars but without adequate parking. This defeats the planned connectivity of light rail in the city!!

To cancel this Third highest usage station, would make all previously planned connections less effective and be a waste of taxpayer dollars!

In addition, this afterthought to cancel the Midtown station was not communicated to residents. This is a breach of trust and duty of the board!!

PLEASE reconsider the plan to cancel the MIDTOWN light rail station!!!

Thank you,
Karen Eckert

Carolyn Haas

I just read that you are proposing to get rid of this stop in the tunnel. This is the most ridiculous thing I have heard in a long time. If you are hurting for revenue, then I suggest you go back to ensuring people are PAYING for their trips on the light rail. This is the busiest stop of all stops in the tunnel. Our taxes have paid for this and we have a right to keep this open.

I work at Virginia Mason Medical Center and rely on this stop to get me to and from work. If you close this stop myself and many others will have no way to get to First Hill to get to the hospitals we work at. This community NEEDS this stop.

DO NOT CLOSE THE MIDTOWN STATION
Thank you for listening,
Carolyn Haas

Jim Sanders

Delete this and above header if necessary Good Morning -

I regret the late transmission of this email, but did not learn until last night that the Sound Transit staff is apparently entertaining the possibility of eliminating or significantly relocating the planned Midtown Station at 5th and Madison.

I hope the members of the Board will recognize the impact of such an action on First Hill. As I am sure you know, Metro Transit has been reconfiguring Madison Street from Martin Luther King Way to First Avenue to establish the Rapid Ride G Line. The principal benefit, as we have been advised, is to provide better transit service particularly to the hospitals and other medical facilities on First Hill.

The Midtown Station is the primary link which will allow workers and others from Ballard and West Seattle to make an efficient transition from Sound Transit light rail to Metro's Rapid Ride G Line to Pill Hill. Removal of the Midtown Station or significant relocation will largely negate the value of the work of the Rapid Ride construction work which is close to completion.

Please vote against any plan which removes or substantially alters the location of the Midtown Station.

Thank you for your consideration of this matter.

Jim Sanders
First Hill Resident (9th and Columbia)

Frank Conlon

I was surprised to learn that the Sound Transit board is contemplating the elimination of the Midtown station for the new light rail alignment in the downtown Seattle core.

As a long time resident of the west slope of First Hill, I had been looking forward to the opening of this new transit facility which would integrate our transit access with the soon-to-open Rapid Ride G line (Madison BRT). An elimination of this station would cut off First Hill—among Seattle's most densely populated neighborhoods. Please do not eliminate the Midtown station.

Frank F. Conlon

CR Baugh

PLEASE KEEP THE MADISON & 5TH LIGHT RAIL STATION.

It is the key station for the Pill Hill hospitals as the new Rapid Ride G bus on Madison is the major link for ALL Light Rail riders for access to the 3 major hospitals - Virginia Mason, Swedish, and Harbor View. This will only increase as Light Rail expands to the East Side, South and other areas of Seattle.

Moreover, First Hill has the highest density of residents in the state. The Capital Hill station is not near the most dense areas around 10th and Madison, but the Madison & 5th station IS!!!! There are high-rise living buildings under construction and permitted. The density will increase. Even large affordable housing is being constructed in this area.
PLEASE KEEP THE MADISON & 5TH LIGHT RAIL STATION.

Mary Jane Francis

The suggestion to remove the midtown light rail station is NOT what we, the voters, approved. To do this would make the Rapid Ride G less usable in conveying people from 1st Ave. to MLK Blvd... especially since there would be no easy connection to it from north or south.

Sound Transit estimates indicate this would be a very high ridership station (15,000+) for students and workers, especially workers in the medical profession since there are 3 hospitals and a significantly large number of medical offices on First Hill.

And First Hill is one of the most densely populated neighborhoods in the city.

I exhort you NOT to remove this Light Rail station... it will be detrimental to transportation in the city and in enabling more distant neighborhoods to connect across the city.

Thank you.
Mary Jane

Paul Feldman

Hello Board,

I wrote you earlier imploring you to select the shallower 4th Ave CID station. Now I'm writing to say that we must have a Midtown station which will serve the ever-increasing number of residents and workers on First Hill and those who will connect to light rail on the Rapid Ride G.

I moved back to Seattle in 2011 to First Hill. The first post-Great Recession construction crane was erected a block from my apartment that year, and for the intervening 12 years there has been constant multifamily construction, both within a few blocks of my building and across the neighborhood and adjoining neighborhoods. First Hill proves itself over and over to be a YIMBY place, welcoming residents of all income levels and situations. We have done more than our part in a region which doggedly struggles to admit that all-single family home neighborhoods are not going to meet our needs.

Further, my First Hill neighbors and I continue to endure the massive, disruptive, and just plain ole dirty construction project that is the G. If you do not build the Midtown Station as planned, for what? I am a fully mobile elder with a fair lack of safety concern, and still I do not see a 10pm walk home – from the “north of CID” option at 4th & James, let alone the “south of CID” option.

Turning away from long-standing and hard-fought ST3 plans that include the much-anticipated and -needed Midtown Station is the wrong choice. **Please do not abandon us! Please do not break your promise to us!**

Thank you for reading.

Onward,

Paul

Koby Jargstorf

Hello, I am Koby Jargstorf, and I am a local Capitol Hill resident who frequently visits my partner a few blocks over in First Hill. I also commute downtown for work. I believe that choosing an alignment that excludes Midtown Station would be detrimental to transportation flow in this part of downtown and urge the board to retain the station. Please do not consider plans which remove this important station. Thank you,
Koby Jargstorf

Suren Shrestha

Hello!

This is Suren shrestha from 206 Burger company. Removing midtown station will definitely affect out business. For having 3rd highest rideshare neighborhood we definitely need an access to our light rail station. All the construction that have started along Madison St. is definitely affecting mine and other businesses in the neighborhood. I strongly recommend to save our midtown station.

Sincerely,
Suren shrestha

Catherine Hovell

Public comment:

Please do not sacrifice permanent quality and accessibility of our transit system to avoid temporary disruption during construction.

- make downtown stations as shallow as possible
- keep the midtown station
- use the shallow 4th station concept in the ID

Thank you!
-Catherine

John Schoettler - Amazon

The substance of this comment is within a letter included at the end of this summary.

Dear Sound Transit Board Members,

Please find the attached letter from John Schoettler, Vice President of Global Real Estate and Facilities at Amazon, regarding the Denny Station alternatives. Amazon urges the Board to select the Terry Ave. station location for the Denny Station, and shares strong concerns with a Westlake Ave. station alternative and the detrimental effects it would have on the South Lake Union and downtown communities as the city recovers from the pandemic.

Please reach out to me if you have any questions.

Sincerely,

Jared Axelrod

--

Jared Axelrod | Senior Manager, Public Policy | Amazon

Steve McConnell - NBBJ

The substance of this comment is within a letter included at the end of this summary.

Please refer to the attached letter of support for the Denny Station to be at Terry.
Thank you

Steve McConnell, FAIA, LEED® AP Managing Partner

NBBJ [223 Yale Avenue North SEATTLE WA 98109](https://www.nbbj.com/223-Yale-Avenue-North-Seattle-WA-98109)

Paul Evasick

Regarding: Sound Transit Denny Station

I am writing this email to bring to your attention, as an influencer of the Sound Transit decision process, the strong and urgent need to review the Transit Sound decision to locate the Denny station on Westlake Ave, instead of the alternate position of Terry Ave.

I am the general manager of the 891 room Westin Seattle located exactly on Westlake Ave between Stewart and Virginia Ave. I am also a resident of downtown the past two years residing right on Lenora Ave and Westlake Ave at the Stratus apartments. I feel I have a solid grasp of the community and area being considered for this important project.

I do plan to attend the public hearing and board meeting on February 23rd to again voice my opinion on support of the Terry Ave. station location. I have extensive experience on public and private boards for communities and institutions. I know it is NOT too late to influence the course of action before our city and Transit Sound make a strategic mistake that could cause the city, business owners and the community too much damage to ever recover from.

Please consider using your influence to guide the Sound Transit decision toward the Terry Ave solution, which through my lens and education of the topic, looks like it has much more upside as it addresses, time of construction and disruption, saves businesses from long term pain and financial impacts, better serves the resident community with its location and does not affect an already thriving and vibrant Westlake corridor.

I believe when you seek to understand the issues and the impacts, that pivoting and changing the plan of action, will ultimately be the BEST solution and minimize many more unknown impacts. I want to be clear, I understand the need for this project and the long term benefits to the city and its residents, I just believe we have a better solution staring us all in the face and need to open our eyes.

My Ask;

Please do your due diligence as a board member and influencer. Ask the right questions of the Sound Transit plan and gain understanding of the full picture of this decision. To me it looks like an easy change of course is available and this change will be the correct change of course for ALL involved.

Thank you for your commitment to serve and to actively engage in the process.

Sincerely,

Paul Evasick
General Manager of The Westin Seattle

Rebecca Kaplan – Glazer's Cameras

The substance of this comment are within a letter included at the end of this summary.

To the Sound Transit Board and CEO,
As a long time South Lake Union business, we have a vested interest in the thriving success of our neighborhood for both residents and businesses alike. We moved to this neighborhood in 1986 and have endured the ups and downs, growth, development that have driven this change. Countless construction projects, infrastructure projects, homelessness and crime etc. We

believe that a decision to tear up Westlake for this route would have the most significant negative impact on our business and overall community unlike any challenge we've faced. I've attached the letter from the Mercer Corridor Stakeholders group which are aligned with. We would like to also echo our deep concern for many of our employees who rely on public transportation to get to and from work and can only imagine how difficult commuting will be for our employees, customers and how a still recovering overall downtown will be so negatively impacted for years to come.

Thank you in advance for hearing our concerns and hopes that SLU remains a vibrant and viable business and residential community.

Sincerely,
Rebecca Kaplan
co-owner

Seattle's Downtown Dentist

To whom it may concern:

Our office fully supports the community position that the Westlake option would be extremely detrimental to the neighborhood. While we understand the challenges that the Terry Avenue option presents, it would greatly reduce the negative impact on businesses and residents, and the final result would benefit everyone.

Westlake Avenue is the primary arterial connecting South Lake Union with Downtown. This will impact the whole city. It's the heart of our neighborhood and closing it for four years would have devastating consequences.

Jessica R. Derringer
Office Manager

Seattle's Downtown Dentist

Downtown Dentist Seattle

Members of the Denny Triangle and the South Lake Union neighborhoods, together with the Mercer Corridor Stakeholders Group, thank you for your work on the South Lake Union Mix-and-Match. In the spring of 2022, many of us wrote you to express our support for a Denny Station on Terry Avenue, which provides a superior ridership experience for the next 100 years and avoids the deeply harmful closure of

Westlake Avenue for 4+ years of station construction. **We write you today to reaffirm our support for the Denny Station on Terry Avenue and reject the need for a multi-year closure of Westlake Avenue.**

The 4+ year closure of Westlake Avenue will cause irreparable harm to downtown and the surrounding neighborhoods.

Sound Transit's "Preferred" location for the Denny Station on Westlake Avenue would close Westlake Avenue for years of construction. In Denny Triangle and South Lake Union, Westlake Avenue is the most important street for pedestrians, transit, and civic life. The importance of Westlake Avenue cannot be overstated:

- Westlake Avenue is at the heart of the neighborhood business district and connects parks and civic spaces, like Lake Union Park, Denny Park, Urban Triangle Park, MOHAI, The Center for Wooden Boats, and the soon-to-be-built Northwest Native Canoe Center. Closing it creates unnecessary impacts, particularly to small and pedestrian-oriented businesses.
- Westlake Avenue is one of the most accessible transportation routes between downtown, SLU, and the I-5 on-ramps at Mercer. There is no comparable detour due to the unique geometry of the street grid in this area. Any Westlake Avenue closure would exacerbate congestion and create a chain reaction across the downtown transportation grid.
- Closure of Westlake Avenue would halt the operations of the South Lake Union Streetcar, which connects Lake Union to downtown and soon further to Pioneer Square and First Hill. Pre-pandemic, the South Lake Union Streetcar carried more than 500,000 passengers per year. An operational streetcar would provide a critical transit route during ST3 construction, mitigating potential economic damage. The closure would also preclude plans to build the Center City Connector ("the Cultural Connector"), connecting the existing SLU Streetcar to the First Hill Streetcar.
- Westlake Avenue is a finished street with improved pedestrian space and transit-only lanes. If Westlake Avenue is closed, the Seattle streetcar service would be suspended for several years and high-frequency bus routes like Rapid Ride C, Routes 40 and 320 would be rerouted to less-desirable routes. These impacts are detrimental to a neighborhood that depends on transit more than almost any other neighborhood in the city.

Terry Avenue is the preferred station location for the future Denny Station and provides many long-term benefits to riders.

The Terry Avenue station location will provide a better experience for transit riders in a number of ways:

- The Terry Avenue station location provides access to more neighborhoods, across more arterials. Unlike the Westlake Avenue location, the Terry Avenue location would have station entrances both north and south of Denny, and the north entrance would connect to the Cascade neighborhood. A Cascade connection expands station access to 10,000 additional residents and 15,000 employees in East SLU, as well as access to over 400 hotel rooms, 370,000 sf of retail, and 3.85M sf of office space.
- The Terry Avenue station option mitigates a 50 ft grade change between Terry and Boren by providing vertical conveyance through the station and ADA access to the Cascade neighborhood.
- Low traffic counts and lack of through traffic on Terry provide for ample pedestrian spill-out space and an enjoyable and safe pedestrian environment for the station's 15,000 daily riders. These two blocks of Terry are the only unimproved blocks of the Terry Avenue pedestrian

woonerf. Once completed, Terry Avenue will provide a shared street connection from Denny to Valley Street, steps from Lake Union.

- In addition, construction on Terry Avenue would be materially less impactful to the health and vitality of Denny Triangle, SLU, and surrounding neighborhoods relative to the Westlake station option. Transit service and the transportation network would remain operational and unencumbered during construction.

The current Sound Transit analysis does not accurately reflect the cost, time, and risks associated with a Denny Station on Westlake Avenue.

To date, Sound Transit staff have communicated that the closure of Westlake Avenue and the corresponding harm to the neighborhood is necessary due to utilities located under Terry Avenue and have disclosed very little about the challenges regarding construction of a station on Westlake Avenue. The information presented to the Sound Transit Board fails to include the following considerations:

- Westlake Avenue is the location of critical Seattle Public Utilities combined storm/sewer main lines which serve 150 acres of residents and businesses in downtown Seattle. Sound Transit will need to relocate these lines, as well as other utilities that prevent access to the sewer lines, prior to construction of the station box. As such, the Westlake Avenue closure is certain to take more than four years.
- Terry Avenue is the location of critical fiber which, as Sound Transit staff have indicated, must be treated with care. However, Sound Transit has failed consider practical options for keeping the fiber lines in place during construction to avoid unnecessary cost and delay. The critical fiber lines are located such that lines can be secured and protected in place and construction activities can occur around them. Doing so would eliminate at least some of the time delay and additional costs associated with the Terry Avenue alternative.

For the South Lake Union Station, Sound Transit must work with the City of Seattle to adequately evaluate utilities under Harrison and disclose associated construction costs and timeframes.

In addition to concerns about utilities associated with the Denny Station, we urge Sound Transit staff to evaluate and disclose the true nature of the up-front work that will be required for the SLU Station at Harrison. The current information shared by Sound Transit does not include a realistic assessment of the time and costs associated with relocating Seattle City Light infrastructure. Sound Transit should consult the City of Seattle in a meaningful way to ensure that costs and schedule risks are adequately understood and disclosed to the impacted public.

As members of the Denny Triangle and South Lake Union Community, and as people who care about the future of our region and of downtown Seattle, we urge you to advance the Denny Station at Terry and oppose the closure of Westlake Avenue.

Elton Lee – GID Multifamily

The substance of this comment is within a letter included at the end of this summary.

Hello-

I hope you are all doing well.

Please see attached for a support letter for Denny Station to be located on Terry Ave N, as part of the Sound Transit 3 project. This is written on behalf of ownership of two occupied apartment projects, Stratus and Cirrus; there are 1,000+ residents in these two buildings. Thank you for your review and consideration.

Regards,
Elton

Jacqueline Gruber Representing Denny Triangle, South Lake Union, and Mercer Corridor stakeholders

The Substance of this comment is within a letter included at the end of this summary.

To the Sound Transit Board and CEO,

On behalf of stakeholders in the Denny Triangle and the South Lake Union neighborhoods, together with the Mercer Corridor Stakeholders Group, please find the letter attached supporting the Denny Station on Terry Avenue North and opposing the destructive 4 plus year closure of Westlake Avenue.

Sincerely,

Pete and Shirley Symon

Hi,

I'd like to lodge an objection to the Westlake option for Denny Station.

I live in the Enso Condominium on Blanchard Street, and will be significantly impacted both as a pedestrian, rider of public transport, Whole foods shopper, and car owner.

Currently Westlake is struggling to get back to pre-pandemic times, and digging it up for 4 years is a very unattractive proposal to me.

One of the main attractions to buying my condo was the convenience of crossing Westlake to pop into Whole Foods, or other stores in the vicinity.

My commute is to cross Westlake and walk up 9th avenue. My wife rides the street car on her commute. We will be significantly impacted.

During rush hours, this area can get very congested - where will that congestion go?

Stores seem to be struggling just now - digging up Westlake will only make things harder for them.

Given Terry Avenue is not nearly as heavily trafficked, I don't understand why Westlake is being considered.

I won't be able to publicly testify, so hopefully you will take this email into consideration.

Thanks for your attention to this,

-Pete and Shirley Symon

Shari James

Hello all,

I'd like to express my concern over the construction of the light rail station proposed for my neighborhood. I live, along with my husband, at 900 Lenora Street. We have been full-time residents here for eleven years and owners of our condo for 16 years. We both work from home and rely heavily on fiber optics to deliver our internet. My husband hosts a morning radio show every weekday via the internet. From what I understand, the fiber would have to be relocated if the station was built on Westlake. This would mean interrupted service and we wouldn't be able to operate our business. I believe that we wouldn't be affected by an internet outage if the station were to be built on Terry.

I'm also very concerned about the effect it would have on our local businesses. Having a portion of Westlake closed would mean businesses such as Monorail Espresso and Vinason would most likely be negatively affected.

For these reasons, I am imploring you to construct the station at the Terry Avenue location as it would be the least disruptive to our community. The Terry location offers the added benefit of developing a derelict building and infusing much needed commerce to an area that is lacking.

Thank you for your consideration,

Shari Jaymes

Barbara Anderson

To the Sound Transit Board and CEO,

Members of the Denny Triangle and the South Lake Union neighborhoods, together with the Mercer Corridor Stakeholders Group, thank you for your work on the South Lake Union Mix-and-Match. In the spring of 2022, many of us wrote you to express our support for a Denny Station on Terry Avenue, which provides a superior ridership experience for the next 100 years and avoids the deeply harmful closure of Westlake Avenue for 4+ years of station construction. **We write you today to reaffirm our support for the Denny Station on Terry Avenue and reject the need for a multi-year closure of Westlake Avenue.**

The 4+ year closure of Westlake Avenue will cause irreparable harm to downtown and the surrounding neighborhoods.

Sound Transit's "Preferred" location for the Denny Station on Westlake Avenue would close Westlake Avenue for years of construction. In Denny Triangle and South Lake Union, Westlake Avenue is the most important street for pedestrians, transit, and civic life. The importance of Westlake Avenue cannot be overstated:

- Westlake Avenue is at the heart of the neighborhood business district and connects parks and civic spaces, like Lake Union Park, Denny Park, Urban Triangle Park, MOHAI, The Center for Wooden Boats, and the soon-to-be-built Northwest Native Canoe Center. Closing it creates unnecessary impacts, particularly to small and pedestrian-oriented businesses.
- Westlake Avenue is one of the most accessible transportation routes between downtown, SLU, and the I-5 on-ramps at Mercer. There is no comparable detour due to the unique geometry of the street grid in this area. Any Westlake Avenue closure would exacerbate congestion and create a chain reaction across the downtown transportation grid.
- Closure of Westlake Avenue would halt the operations of the South Lake Union Streetcar, which connects Lake Union to downtown and soon further to Pioneer Square and First Hill. Pre-pandemic, the South Lake Union Streetcar carried more than 500,000 passengers per year. An operational streetcar would provide a critical transit route during ST3 construction, mitigating potential economic damage. The closure would also preclude plans to build the Center City Connector ("the Cultural Connector"), connecting the existing SLU Streetcar to the First Hill Streetcar.
- Westlake Avenue is a finished street with improved pedestrian space and transit-only lanes. If Westlake Avenue is closed, the Seattle streetcar service would be suspended for several years and high-frequency bus routes like Rapid Ride C, Routes 40 and 320 would be rerouted to less-desirable routes. These impacts are detrimental to a neighborhood that depends on transit more than almost any other neighborhood in the city.

Terry Avenue is the preferred station location for the future Denny Station and provides many long-term benefits to riders.

The Terry Avenue station location will provide a better experience for transit riders in a number of ways:

- The Terry Avenue station location provides access to more neighborhoods, across more arterials. Unlike the Westlake Avenue location, the Terry Avenue location would have station entrances both north and south of Denny, and the north entrance would connect to the Cascade neighborhood. A Cascade connection expands station access to 10,000 additional residents and 15,000 employees in East SLU, as well as access to over 400 hotel rooms, 370,000 sf of retail, and 3.85M sf of office space.
- The Terry Avenue station option mitigates a 50 ft grade change between Terry and Boren by providing vertical conveyance through the station and ADA access to the Cascade neighborhood.
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- In addition, construction on Terry Avenue would be materially less impactful to the health and vitality of Denny Triangle, SLU, and surrounding neighborhoods relative to the Westlake station

option. Transit service and the transportation network would remain operational and unencumbered during construction.

The current Sound Transit analysis does not accurately reflect the cost, time, and risks associated with a Denny Station on Westlake Avenue.

To date, Sound Transit staff have communicated that the closure of Westlake Avenue and the corresponding harm to the neighborhood is necessary due to utilities located under Terry Avenue and have disclosed very little about the challenges regarding construction of a station on Westlake Avenue. The information presented to the Sound Transit Board fails to include the following considerations:

- Westlake Avenue is the location of critical Seattle Public Utilities combined storm/sewer main lines which serve 150 acres of residents and businesses in downtown Seattle. Sound Transit will need to relocate these lines, as well as other utilities that prevent access to the sewer lines, prior to construction of the station box. As such, the Westlake Avenue closure is certain to take more than four years.
- Terry Avenue is the location of critical fiber which, as Sound Transit staff have indicated, must be treated with care. However, Sound Transit has failed consider practical options for keeping the fiber lines in place during construction to avoid unnecessary cost and delay. The critical fiber lines are located such that lines can be secured and protected in place and construction activities can occur around them. Doing so would eliminate at least some of the time delay and additional costs associated with the Terry Avenue alternative.

For the South Lake Union Station, Sound Transit must work with the City of Seattle to adequately evaluate utilities under Harrison and disclose associated construction costs and timeframes.

In addition to concerns about utilities associated with the Denny Station, we urge Sound Transit staff to evaluate and disclose the true nature of the up-front work that will be required for the SLU Station at Harrison. The current information shared by Sound Transit does not include a realistic assessment of the time and costs associated with relocating Seattle City Light infrastructure. Sound Transit should consult the City of Seattle in a meaningful way to ensure that costs and schedule risks are adequately understood and disclosed to the impacted public.

As members of the Denny Triangle and South Lake Union Community, and as people who care about the future of our region and of downtown Seattle, we urge you to advance the Denny Station at Terry and oppose the closure of Westlake Avenue.

Sincerely,

Barbara Anderson

Michael Gardiner

Hello,

I live and work in South Lake Union and agree with the letter below. Closing Westlake for so long would be devastating, especially while the area is still recovering from the

pandemic. Terry has a block of eyesore, abandoned warehouses and far less in the way of traffic (of all kinds). Please do not gut the neighborhood by closing Westlake.

Thank you.

Michael Gardiner

February 21, 2023

Sound Transit Board of Directors & Sound Transit CEO Julie Timm
401 S. Jackson St.
Seattle, WA 98104

Submitted via email to emailtheboard@soundtransit.org,
meetingcomments@soundtransit.org, and Julie.Timm@soundtransit.org

Re: Approve the Denny Station on Terry Avenue, Oppose Westlake Avenue Closure

To the Sound Transit Board and CEO,
Members of the Denny Triangle and the South Lake Union neighborhoods, together with the Mercer Corridor Stakeholders Group, thank you for your work on the South Lake Union Mix-and-Match. In the spring of 2022, many of us wrote you to express our support for a Denny Station on Terry Avenue, which provides a superior ridership experience for the next 100 years and avoids the deeply harmful closure of Westlake Avenue for 4+ years of station construction. **We write you today to reaffirm our support for the Denny Station on Terry Avenue and reject the need for a multi-year closure of Westlake Avenue.**

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unnecessary cost and delay. The critical fiber lines are located such that lines can be secured and protected in place and construction activities can occur around them. Doing so would eliminate at least some of the time delay and additional costs associated with the Terry Avenue alternative.

For the South Lake Union Station, Sound Transit must work with the City of Seattle to adequately evaluate utilities under Harrison and disclose associated construction costs and timeframes.

In addition to concerns about utilities associated with the Denny Station, we urge Sound Transit staff to evaluate and disclose the true nature of the up-front work that will be required for the SLU Station at Harrison. The current information shared by Sound Transit does not include a realistic assessment of the time and costs associated with relocating Seattle City Light infrastructure. Sound Transit should consult the City of Seattle in a meaningful way to ensure that costs and schedule risks are adequately understood and disclosed to the impacted public.

As members of the Denny Triangle and South Lake Union Community, and as people who care about the future of our region and of downtown Seattle, we urge you to advance the Denny Station at Terry and oppose the closure of Westlake Avenue.

Sincerely,

Mary Steiner

PLEASE do not put a station at Westlake and Denny in the future. I am a resident/owner at the ENSO condominiums at 820 Blanchard. Closing Westlake for 4+ years between 7th and Denny during construction will do irreparable harm to the immediate neighborhood as well as impact our property values. Future plans may result in my wanting to sell my ENSO condo during the construction period, but I believe it will be nearly impossible to do so without considerable loss of value.

Sincerely,
Mary Steiner

Chris and Jade Simonson

Dear Sound Transit Board:

There is a better option to the current "Preferred" station location at Denny Way and Westlake Avenue North. It is one that provides entrances to more neighborhoods and across more arterials. Unlike the Denny Way and Westlake location, the Denny Way and Terry Avenue location provides station entrances both north and south of Denny. Most importantly, the north entrance would connect to the Cascade

neighborhood. A Cascade connection expands station access to 10,000 additional residents and 15,000 employees in East SLU, as well as access to more than 400 hotel rooms, 3700,00 sq ft of retail, and 3.85M sf of office space.

Please vote to approve the Denny Way and Terry Avenue North location or at a minimum require more in-depth project cost analysis that is verified by a credible second party.

Chris & Jade Simonson

Ruth Benfield

I am a big supporter of continuing our long journey to effective mass transit. However, I was disturbed to hear of the possible selection of the transit station location on Westlake and Denny. The damage to the SLU community and the key corridor to our very fragile downtown, attempting to recover for 4 years of construction seems unwise. Just one block east of Westlake sits the yet to be refurbished block of Terry. Terry has been upgraded as a lively community pedestrian friendly pathway all the way into the Denny triangle and this would be such an ideal way to complete this remaining lonely block. Furthermore, this location would open up access between the Cascade neighborhood and South Lake Union, assuming a means to overcome the elevation between Boren and Terry. Given those truths, I ask for a careful study and thorough understanding of this location compared to the Westlake location. I also ask that there be significant discussion with our community that will live with the construction and the benefits/downsides of the ultimate completed project. To date the planning and inclusion of the neighborhood has been lacking.

Glen and Julie Kohl

I know you guys have a job to do but picking an already incredibly congested corner and disrupting bus **and** SLUT transportation as well as access to the Whole Foods entrance (Whole Foods is a central and vital aspect of the neighborhood) makes no sense to me.

I have heard about the possibility of a Terry Avenue station that would be less disruptive - and is not smack dab in the middle of the neighborhood center. Please consider that alternative instead.

Thank you,

Glen and Julie Kohl, in our personal capacity, and residents of Blanchard & Westlake.

Claire He Cai

To the Sound Transit Board and CEO,

Members of the Denny Triangle and the South Lake Union neighborhoods, together with the Mercer Corridor Stakeholders Group, thank you for your work on the South Lake Union Mix-and-Match. In the spring of 2022, many of us wrote you to express our support for a Denny Station on Terry Avenue, which provides a superior ridership experience for the next 100 years and avoids the deeply harmful closure of Westlake Avenue for 4+ years of station construction. We write you today to reaffirm our support for the Denny Station on Terry Avenue and reject the need for a multi-year closure of Westlake Avenue.

The 4+ year closure of Westlake Avenue will cause irreparable harm to downtown and the surrounding neighborhoods.

Sound Transit's "Preferred" location for the Denny Station on Westlake Avenue would close Westlake Avenue for years of construction. In Denny Triangle and South Lake Union, Westlake Avenue is the most important street for pedestrians, transit, and civic life. The importance of Westlake Avenue cannot be overstated:

- Westlake Avenue is at the heart of the neighborhood business district and connects parks and civic spaces, like Lake Union Park, Denny Park, Urban Triangle Park, MOHAI, The Center for Wooden Boats, and the soon-to-be-built Northwest Native Canoe Center. Closing it creates unnecessary impacts, particularly to small and pedestrian-oriented businesses.
- Westlake Avenue is one of the most accessible transportation routes between downtown, SLU, and the I-5 on-ramps at Mercer. There is no comparable detour due to the unique geometry of the street grid in this area. Any Westlake Avenue closure would exacerbate congestion and create a chain reaction across the downtown transportation grid.
- Closure of Westlake Avenue would halt the operations of the South Lake Union Streetcar, which connects Lake Union to downtown and soon further to Pioneer Square and First Hill. Pre-pandemic, the South Lake Union Streetcar carried more than 500,000 passengers per year. An operational streetcar would provide a critical transit route during ST3 construction, mitigating potential economic damage. The closure would also preclude plans to build the Center City Connector ("the Cultural Connector"), connecting the existing SLU Streetcar to the First Hill Streetcar.
- Westlake Avenue is a finished street with improved pedestrian space and transit-only lanes. If Westlake Avenue is closed, the Seattle streetcar service would be suspended for several years and high-frequency bus routes like Rapid Ride C, Routes 40 and 320 would be rerouted to less-desirable routes. These impacts are detrimental to a neighborhood that depends on transit more than almost any other neighborhood in the city.

Terry Avenue is the preferred station location for the future Denny Station and provides many long-term benefits to riders.

The Terry Avenue station location will provide a better experience for transit riders in a number of ways:

- The Terry Avenue station location provides access to more neighborhoods, across more arterials. Unlike the Westlake Avenue location, the Terry Avenue location would have station entrances both north and south of Denny, and the north entrance would connect to the Cascade neighborhood. A Cascade connection expands station access to

10,000 additional residents and 15,000 employees in East SLU, as well as access to over 400 hotel rooms, 370,000 sf of retail, and 3.85M sf of office space.

- The Terry Avenue station option mitigates a 50 ft grade change between Terry and Boren by providing vertical conveyance through the station and ADA access to the Cascade neighborhood.
- Low traffic counts and lack of through traffic on Terry provide for ample pedestrian spill-out space and an enjoyable and safe pedestrian environment for the station's 15,000 daily riders. These two blocks of Terry are the only unimproved blocks of the Terry Avenue pedestrian woonerf. Once completed, Terry Avenue will provide a shared street connection from Denny to Valley Street, steps from Lake Union.
- In addition, construction on Terry Avenue would be materially less impactful to the health and vitality of Denny Triangle, SLU, and surrounding neighborhoods relative to the Westlake station option. Transit service and the transportation network would remain operational and unencumbered during construction.

The current Sound Transit analysis does not accurately reflect the cost, time, and risks associated with a Denny Station on Westlake Avenue.

To date, Sound Transit staff have communicated that the closure of Westlake Avenue and the corresponding harm to the neighborhood is necessary due to utilities located under Terry Avenue and have disclosed very little about the challenges regarding construction of a station on Westlake Avenue. The information presented to the Sound Transit Board fails to include the following considerations:

- Westlake Avenue is the location of critical Seattle Public Utilities combined storm/sewer main lines which serve 150 acres of residents and businesses in downtown Seattle. Sound Transit will need to relocate these lines, as well as other utilities that prevent access to the sewer lines, prior to construction of the station box. As such, the Westlake Avenue closure is certain to take more than four years.
- Terry Avenue is the location of critical fiber which, as Sound Transit staff have indicated, must be treated with care. However, Sound Transit has failed consider practical options for keeping the fiber lines in place during construction to avoid unnecessary cost and delay. The critical fiber lines are located such that lines can be secured and protected in place and construction activities can occur around them. Doing so would eliminate at least some of the time delay and additional costs associated with the Terry Avenue alternative.

For the South Lake Union Station, Sound Transit must work with the City of Seattle to adequately evaluate utilities under Harrison and disclose associated construction costs and timeframes.

In addition to concerns about utilities associated with the Denny Station, we urge Sound Transit staff to evaluate and disclose the true nature of the up-front work that will be required for the SLU Station at Harrison. The current information shared by Sound Transit does not include a realistic assessment of the time and costs associated with relocating Seattle City Light infrastructure. Sound Transit should consult the City of Seattle in a meaningful way to ensure that costs and schedule risks are adequately understood and disclosed to the impacted public.

As members of the Denny Triangle and South Lake Union Community, and as people who care about the future of our region and of downtown Seattle, we urge you to advance the Denny Station at Terry and oppose the closure of Westlake Avenue.

Sincerely,
Claire He Cai

Jim Goldberg

Hello,

I am writing as a concerned resident of South Lake Union regarding the upcoming decision about the location of a new light rail station in our neighborhood. While we wholeheartedly support the expansion of light rail in the city, we understand that there are two locations for this new station being considered, one along Westlake at Denny Avenue and one along Terry Avenue at Denny. We strongly advocate for the Terry Avenue option for the following reasons.

Closure of Westlake for 4+ years will cause irreparable harm to the neighborhood

1. Westlake is the most important street through Denny Triangle and SLU, connecting downtown to Lake Union through the heart of the neighborhood business district. It connects parks and civic spaces, like Lake Union Park, Denny Park, Urban Triangle Park, MOHAI, The Center for Wooden Boats, and the soon-to-be-built Northwest Native Canoe Center. Closing it creates unnecessary impacts to civic spaces and small businesses, particularly pedestrian-oriented businesses.
2. Westlake is one of the most accessible transportation routes between downtown, SLU, and the I-5 on ramps at Mercer. There are no comparable detours due to the unique geometry of the street grid in this area. Any Westlake closure would exacerbate congestion and create a chain reaction across the downtown transportation grid.
3. Closure of Westlake would halt the operations of the SLU Streetcar, which connects Lake Union to downtown and soon to Pioneer Square and First Hill. Pre-pandemic, the SLU Streetcar carried more than 500,000 passengers per year. An operational streetcar would provide a critical transit route during ST3 construction, mitigating potential economic damage.
4. Westlake is a completed street with improved pedestrian space and transit-only lanes. If Westlake is closed, high-frequency bus routes like Rapid Ride C, Routes 40 and 320 would be rerouted to less-desirable routes.
5. SLU is unique in that more employees in this neighborhood take transit to work than almost any other neighborhood in the region. According to Commute Seattle, more than 67% of employees in SLU arrive at work by means other than drive-alone trips. Many of these trips depend on Westlake.
6. Westlake is the location of critical infrastructure and sewer mains. Sewer main replacement will require additional time, cost, and risk that is not adequately accounted for in Sound Transit's stated 4+ year closure, setting the agency up for long delays and budget overruns that will further harm the area.

Terry is the best location for a future "Denny Station"

1. The Terry station location provides entrances to more neighborhoods and across more arterials. Unlike the Westlake location, the Terry location would have station entrances both north and south of Denny, and the north entrance would connect to the Cascade neighborhood. A Cascade connection expands station access to 10,000 additional residents and 15,000 employees in East SLU, as well as access to over 400 hotel rooms, 370,000 sf of retail, and 3.85M sf of office space.
2. The Terry station option mitigates a 50 ft grade change between Terry and Boren by providing vertical conveyance through the station and ADA access to the Cascade neighborhood.
3. Terry is the best location for a new Denny Station. Its low traffic counts and lack of through traffic present the opportunity to expand the Terry pedestrian woonerf. The shared street allows adequate spill-out space for the station's projected 15,000 daily riders.
4. Construction on Terry would be materially less impactful to the health and vitality of SLU and surrounding neighborhoods relative to the Westlake option. Transit service and the transportation network would remain operational and unencumbered during years of construction.

More work is needed to understand the construction impacts of the SLU Station on Harrison

1. Sound Transit's preliminary planning fails to account for the true complexity of construction and utilities related to the South Lake Union Station on Harrison. Sound Transit must work with the City of Seattle to understand the feasibility of the station given the required relocation of Seattle City Light infrastructure underneath the Harrison right-of-way.
2. The current information shared by Sound Transit does not include an honest assessment of the time or costs needed for relocating infrastructure. Costs and schedule risks are unknown and should be adequately disclosed to the impacted public.

We trust that you will make the right decision to locate the new light rail station at Terry Avenue and Denny Avenue and thank you for your attention to this matter.

Sincerely,

Jim Goldberg

RED PROPELLER

Boyd Anderson

To the Sound Transit Board and CEO,

Members of the Denny Triangle and the South Lake Union neighborhoods, together with the Mercer Corridor Stakeholders Group, thank you for your work on the South Lake Union Mix-and-Match. In the spring of 2022, many of us wrote you to express our support for a Denny Station on Terry Avenue, which provides a superior ridership experience for the next 100 years and avoids the deeply harmful closure of Westlake Avenue for 4+ years of station construction. We write you today to reaffirm our support for the Denny Station on Terry Avenue and reject the need for a multi-year closure of Westlake Avenue.

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Terry Avenue pedestrian woonerf. Once completed, Terry Avenue will provide a shared street connection from Denny to Valley Street, steps from Lake Union.

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In addition to concerns about utilities associated with the Denny Station, we urge Sound Transit staff to evaluate and disclose the true nature of the up-front work that will be required for the SLU Station at Harrison. The current information shared by Sound Transit does not include a realistic assessment of the time and costs associated with relocating Seattle City Light infrastructure. Sound Transit should consult the City of Seattle in a meaningful way to ensure that costs and schedule risks are adequately understood and disclosed to the impacted public.

As members of the Denny Triangle and South Lake Union Community, and as people who care about the future of our region and of downtown Seattle, we urge you to advance the Denny Station at Terry and oppose the closure of Westlake Avenue.

Sincerely,

Boyd Andeson

Jared Curtis

To Whom it May Concern:

Subject: Closure of Westlake for four years will cause **irreparable harm to the neighborhood** and there is a better option.

Westlake is the most important street through Denny Triangle and SLU, connecting downtown to Lake Union through the heart of the neighborhood business district. It connects parks and civic spaces, like Lake Union Park, Denny Park, Urban Triangle Park, MOHAI, The Center for Wooden Boats, and the soon-to-be-built Northwest Native Canoe Center. Closing it creates unnecessary impacts on civic spaces and small businesses, particularly pedestrian-oriented businesses like convenient bank and credit union branches, restaurants, fast food outlets, a drug store, salons, and more.

Westlake is also one of the most accessible transportation routes between downtown, SLU, and the I-5 on ramps at Mercer. There are no comparable detours due to the unique geometry of the street grid in this area. Any Westlake closure would exacerbate congestion and create a chain reaction across the downtown transportation grid.

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Westlake is the location of critical infrastructure and sewer mains. Sewer main replacement will require additional time, cost, and risk that is not adequately accounted for in Sound Transit's stated 4+ year closure, setting the agency up for long delays and budget overruns that will further harm the area.

There is a **better option** to the current "Preferred" station location at Denny Way and Westlake Avenue North. It is one that provides entrances to more neighborhoods and across more arterials. Unlike the Denny Way and Westlake location the Denny Way and Terry Avenue North location provides station entrances both north and south of Denny. Most important, the north entrance would connect to the Cascade neighborhood. A Cascade connection expands station access to 10,000 additional residents and 15,000 employees in East SLU, as well as access to more than 400 hotel rooms, 3700,00 square feet of retail, and 3.85M square feet of office space.

Please vote to approve the Denny Way and Terry Avenue North location, or, at a minimum require more in-depth project cost analysis that is verified by a credible second party.

Jared Curtis

Laura Bailey

I am a big supporter of Sound Transit. However I have a major concern about a station for South Lake Union. Placing that station on Westlake is short-sighted and hurtful to the neighborhood. In comparison a station on Terry would be a great accessible aid to me and my neighbors in the Mirabella building. Construction on the Terry site would be of a shorter duration. Also, the information I have seen

convinces me that more research is needed as to the financial differential of the two sites; the complexity of utilities impacted appears much more advantageous with the Terry site.

Please do more investigation and comparison of these two sites before making a decision!

Laura Bailey

Senator Lois North, Retired

Dear Members of the Sound Transit Board,

The Denny/Terry Ave station is a much more sensible solution for the residents of the Cascade neighborhood and those of us at Mirabella. It just makes sense when there are at least eight either newly completed or beginning construction of high rise housing - thousands of residents and workers needing access to transportation.

It is a faster solution with less disruption, much more control of construction outcomes, meeting the needs of our community efficiently.

Sincerely,

Senator Lois North, retired

Former King County Councilmember

Georgi Toney

Dear SoundTransit leadership and staff,

A few days ago I learned about a plan to build a transit station at the intersection of Westlake and Denny, which would turn the heart of a thriving neighborhood into a construction zone for a minimum of 4 years. Based on how projects of similar complexity have gone in the past, it's not hard to imagine the length will probably be well into the high single digits.

I am all for public transportation, but what is proposed, especially when you have the option to dig a block away in a back alley (the Terry Ave option) is simply an outrage. And yes, my family owns an investment property at the Enso (820 Blanchard St), which is by far our biggest investment and hope for retirement. Whether a station right in front of the building will eventually benefit the condo's resale value we shall likely not find out, since you are surely going to drive us away as investors. Who in their right mind would want to rent a condo looking over a construction zone for the better (worse?) part of a decade with construction lights blasting in their window all night and with the only entrance of the building's garage becoming practically unusable once you close Blanchard between Westlake and 9th?

The neighborhood just barely recovered from the disaster that was Covid. Turning Westlake into a construction zone will undoubtedly push it over the edge. I used to run alongside Westlake and 9th and still remember what an industrial graveyard those were until just a decade ago. There has been a ton of effort and resources that went into turning SLU into the jewel which it is today and as far as I am concerned that is not yours to throw away. You have a much less invasive option that would allow you to achieve the same result. I was told Terry Ave is not your preferred option in part because of the

added cost. Have you considered the cost of decimating SLU? Please come to your senses. I sincerely hope you reconsider and leave Westlake alone.

Respectfully,
Georgi Tonev

Pete Symon

Dear Board of Directors,

As a local resident, I am opposed to any option that requires Westlake to be dug up for 4 years. I have seen local businesses struggle for survival in the area, and was very happy to see Mendocino Farms look to open at the former site of Princi.

I urge you to consider how fragile retail is in this area and not to handicap them with a 4-year construction project.

Also, more selfishly, having construction outside my front door is not something I want and will further reduce the value of my condo.

Thanks for your attention,
-Pete Symon

Jean Hall

Dear Julie,

We highly recommend you consider voting for the next light rail station in S Lake Union to be at the Terry/ Westlake location. It would create less traffic problems and construction effects in this location and make the hill easier to navigate.

Thanks for your attention.

Jean Hall

Earl Sedlik

**SOUND TRANSIT BOARD OF DIRECTORS FROM EARL SEDLIK
RE: FUTURE WESTLAKE STATION AT TERRY AVENUE**

FROM: Earl Sedlik (Presenting as a Seattle Citizen)

- Seattleite since 1964
- Former City Council Candidate – Municipal League Rating – Outstanding
- Seattle Board of Park Commissioners – served 2 terms

- Board Chair, 2200 Westlake Residential Association
- Board Chair, 2200 Master Association (including all commercial owners)

TO: SOUND TRANSIT BOARD

February 22, 2023

**ENLIGHTENED LEADERSHIP COMPELS
FURTHER EXPLORATION OF THE TERRY AVENUE STATION**

SWING THE TRACK TO SERVE THE FUTURE

The MIX-and-Match alternative – Terry Avenue Station:

- **PROVIDES Sound Transit access to Boren, Fairview, and all of the Cascade area**
 - 10,000 residents, 15,000 employees, & nearly 450 hotel rooms
 - ALL JUST ONE ELEVATOR RIDE AWAY
- **ADDRESSES UNMET INSTITUTIONAL NEEDS**
 - Amazon, Google, Vulcan, & Seattle Times
 - Downtown Seattle Association & Chamber Of Commerce
 - Biological Research & Retail Vitality
 - Cornish College of the Arts, MOHAI, & REI,
- **COMPLETES THE RENAISSANCE ON TERRY AVENUE**
- **SPEEDS UP PROGRESS WITH LESS DIVERSION & INTRUSION**
 - FASTER COMPLETION
 - LOWER COSTS IMPLIED*
 - MUCH LESS RETAIL DISRUPTION
 - NO TRANSIT DIVERSION REQUIRED
 - MUCH LESS UTILITY DISPLACEMENT
 - FIBER-OPTIC CABLE IS EASY TO PROTECT & PRESERVE

***The challenged
cost differential
estimate needs to be
reviewed & revised.**

**SHOW YOUR DEDICATION TO THE FUTURE
EMBRACE THE TERRY AVENUE PLAN**

Earl Sedlik,

Sandy Sullivan

My name is Sandy Sullivan; my husband and I own a home in the

Enso condominium building located at 820 Blanchard Street. This is our only home and is centrally located for both of our families and that is the whole reason we bought here.

I am writing in regards to the proposed transit station at Westlake and Denny, or on Terry Street. I have read all of the pros and cons of each location and find that the cons are so overwhelming large against the Westlake and Denny location that it is shocking that it is even under consideration. I am referring to the closure of Westlake for at least FOUR YEARS. This is simply staggering and would be a complete nightmare and disaster, to not only the local residents but to the businesses on Westlake including the anchor location of Whole Foods on Westlake. Not to mention the several critical bus lines that traverse that part of Westlake each hour which were already rerouted due to the pandemic. Closure of that much of Westlake would also negatively effect the Seattle Police Department's access to the Denny Triangle and Beltown, by forcing response vehicles to reroute less than one block from their garage exit. Additionally, this area is already extremely congested at near gridlock for 4+ hours a day and shutting it down for any space of time would cause utter mayhem. Let alone the impact of a 4 year shutdown (assuming that build runs to perfection with no overruns, issues, discoveries, legal issues, etc.). This area is just now recovering from the pandemic with new businesses coming back and the South Lake Union energy that was so well known is rekindled. South Lake Union is the only vibrant part of downtown and a station on Westlake and Denny will kill that as well. This work will drastically impact the lives of thousands of people who live and work anywhere near there. It will devastate the entire South Lake Union area, and ultimately negatively impact the entire city for years to come. The Enso will not be able to operate as no vehicles of any kind will be allowed to get anywhere near the entrance.

I say PLEASE pick the Terry Street location! This will not decimate the entire area and will work out far better! The cost is dramatically cheaper, the length of the tunnel is much shorter and access to that portion of Terry is already quite limited and biggest of all, no busses take that part of Terry!

Thank you for your consideration.
Sandy Sullivan

Vicki Michael

To Whom it May Concern:

My name is Vicki Michael and I along with my husband own properties at 820 Blanchard St. Seattle, Washington. I am writing this letter to voice my concern with the preposed Sound Transit extension down Westlake in South Lake Union. This plan will impact the lives of all the residents that reside on and along Westlake, not to mention put most of the business along this route out of business after their struggle to rebound after a worldwide and national pandemic. Our neighborhood has already been hit very hard with the constant construction and proposals everywhere for even more buildings. To shut down Westlake for any amount of time, but especially for years is ludicrous. This will impact our daily

ways of life and make it more dangerous to venture outside than it is already is. How do emergency vehicles get to us? How do we go to the grocery store? I have renters, a young couple that we give an extra ordinarily low rate of rent so that they can live downtown near where they work, what are they to do? The infrastructure doesn't seem like it could handle this type of construction according to the report that I read and what is the short and long term environmental impact? Also noted in this report was your evaluation of the Terry Street option, which looks like the best/better option at this point.

My opinion is leave Westlake alone it is a finish street and look towards Terry Street or abandon this project all together.

Vicki Michael

Susan Strosky

February 22, 2023

Sound Transit Board of Directors & Sound Transit CEO Julie Timm
401 S. Jackson St.
Seattle, WA 98104
February 23, 2023

Submitted via email
to emailtheboard@soundtransit.org, meetingcomments@soundtransit.org,
and Julie.Timm@soundtransit.org

Re: Approve the Denny Station on Terry Avenue, Oppose Westlake Avenue Closure

Please give careful thought and hear the members of this community on this issue. I live in Enso Condominiums, and our entrance faces Westlake. To close this busy road would have dire consequences for so many people and businesses, myself included. I walk everywhere, and spend a lot of time walking in the neighborhood. Westlake is a beautiful street, well developed and very busy.

Please vote to build the station at Denny Way and Terry, where it will have much less disruption to our community.

Thank you,

Sue Strosky

To the Sound Transit Board and CEO,

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10,000 additional residents and 15,000 employees in East SLU, as well as access to over 400 hotel rooms, 370,000 sf of retail, and 3.85M sf of office space.

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- In addition, construction on Terry Avenue would be materially less impactful to the health and vitality of Denny Triangle, SLU, and surrounding neighborhoods relative to the Westlake station option. Transit service and the transportation network would remain operational and unencumbered during construction.

The current Sound Transit analysis does not accurately reflect the cost, time, and risks associated with a Denny Station on Westlake Avenue.

To date, Sound Transit staff have communicated that the closure of Westlake Avenue and the corresponding harm to the neighborhood is necessary due to utilities located under Terry Avenue and have disclosed very little about the challenges regarding construction of a station on Westlake Avenue. The information presented to the Sound Transit Board fails to include the following considerations:

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- Terry Avenue is the location of critical fiber which, as Sound Transit staff have indicated, must be treated with care. However, Sound Transit has failed consider practical options for keeping the fiber lines in place during construction to avoid unnecessary cost and delay. The critical fiber lines are located such that lines can be secured and protected in place and construction activities can occur around them. Doing so would eliminate at least some of the time delay and additional costs associated with the Terry Avenue alternative.

For the South Lake Union Station, Sound Transit must work with the City of Seattle to adequately evaluate utilities under Harrison and disclose associated construction costs and timeframes.

In addition to concerns about utilities associated with the Denny Station, we urge Sound Transit staff to evaluate and disclose the true nature of the up-front work that will be required for the SLU Station at Harrison. The current information shared by Sound Transit does not include a realistic assessment of the time and costs associated with relocating Seattle City Light infrastructure. Sound Transit should consult the City of Seattle in a meaningful way to ensure that costs and schedule risks are adequately understood and disclosed to the impacted public.

As members of the Denny Triangle and South Lake Union Community, and as people who care about the future of our region and of downtown Seattle, we urge you to advance the Denny Station at Terry and oppose the closure of Westlake Avenue.

Sincerely,

Ronald Holden

Greetings. I am a resident of the 2200 Westlake community and appreciate this opportunity to set forth my view of the choice the ST panel is making for the site of the new South Lake Union station. My residence directly overlooks the intersection of Terry and Denny.

TERRY AVENUE OVER WESTLAKE SHOULD BE A "NO-BRAINER"

The planned "South Lake Union" station for ST3's new Ballard Line should be located on Terry Avenue N., not Westlake Avenue.

ADVANTAGES OF TERRY AVE

- Much less traffic disruption during construction, since Terry is not a traffic arterial.
- Less adverse impact to the neighborhood, to existing transportation services, and existing infrastructure.
- Opportunity to revitalize the Terry Avenue corridor, which is currently lined with unused warehouses between Denny and Harrison.
- The Terry station location would provide entrances to more neighborhoods and across more arterials. (Unlike the Westlake location, the Terry location could have station entrances both north and south of Denny, and the north entrance would connect to the Cascade neighborhood.)
- A Cascade connection would expand the station access to 10,000 additional residents and 15,000 employees in East SLU, as well as access to over 400 hotel rooms, 370,000 sf of retail, and 3.85M sf of office space.
- The Terry station option mitigates a 50 ft grade change between Terry and Boren by providing vertical conveyance through the station, and ADA access to the Cascade neighborhood.
- Terry is the best location for a new Denny Station. Its low traffic counts and lack of through traffic present the opportunity to expand the proposed Terry pedestrian woonerf. The shared street allows adequate "spill-out" space for the station's projected 15,000 daily riders.

DISADVANTAGES OF WESTLAKE

- Exceptionally long construction (4 years minimum) will adversely affect local businesses.
- Westlake is the most important street through Denny Triangle and SLU, connecting downtown to Lake Union through the heart of the neighborhood business district. It connects parks and civic spaces, like Lake Union Park, Denny Park, Urban Triangle Park, MOHAI, The Center for Wooden Boats, and the soon-to-be-built Northwest Native Canoe Center.
- Closing Westlake for four years would create unnecessary adverse impacts to civic spaces and small businesses, particularly pedestrian-oriented businesses.
- Westlake is one of the most accessible transportation routes between downtown, SLU, and the I-5 on ramps at Mercer. **There are no comparable detours due to the unique geometry of the**

street grid in this area. Any Westlake closure would exacerbate congestion and create a chain reaction across the downtown transportation grid.

- Closure of Westlake would also halt the operations of the SLU Streetcar, which connects Lake Union to downtown (and soon to Pioneer Square and First Hill). Pre-pandemic, the SLU Streetcar carried more than 500,000 passengers per year. An operational streetcar would provide a critical transit route during ST3 construction, mitigating potential economic damage.
- Westlake is a "completed" street, with improved pedestrian space and transit-only lanes. If Westlake is closed, high-frequency bus routes like Rapid Ride C, Routes 40 and 320 would be rerouted to less-desirable routes with adverse impact on neighborhood side streets.
- SLU is unique in that more employees in this neighborhood take transit to work than almost any other neighborhood in the region. According to Commute Seattle, more than 67% of employees in SLU arrive at work by means other than drive-alone trips. Many of these trips depend on Westlake.
- Westlake is the location of critical infrastructure and sewer mains. Sewer main replacement will require additional time, cost, and risk that is not adequately accounted for in Sound Transit's stated 4+ year closure, setting the agency up for long delays and budget overruns that will further harm the area.

Thank you again for the opportunity to present these arguments.

Ronald Holden

Tom Michael

My name is Tom Michael; my wife and I own a second home in the Enso condominium building located at 820 Blanchard Street. Our son who works in Redmond lives at the condominium while working. We also own a second condominium that is currently rented to two working young people who also commute. I am writing in regards to the proposed transit station at Westlake and Denny, or on Terry Street. I have read all of the pros and cons of each location, yet there is a con so overwhelming at the Westlake and Denny location that I am shocked that it is even being considered. Of course, I am referring to the closure of Westlake for at least FOUR YEARS. This is simply staggering and would be a complete nightmare and disaster, to not only the local residents but to the businesses on Westlake. This area is already extremely congested at near gridlock; shutting it down for even a week would cause utter mayhem. But 4+ years? This will ruin the lives of thousands of people who live anywhere near there, devastate the entire South Lake Union area, and ultimately negatively impact the entire city for years to come. I can't even imagine how The Enso will even be able to operate. No vehicles of any kind will be able to access the entrance! I say PLEASE pick the Terry Street location! This will not decimate the entire area and will work out far better! Seriously, the negative impact of shutting down Westlake for literally YEARS is simply not reasonable! Thank you for your consideration.

Tom Michael

Carolyn Ferrell

Dear Reader:

It does not make sense to destroy the thriving Westlake Avenue neighborhood with a 4-6 six year construction project.

We already have a downtown area decimated by covid and crime. Making Westlake a second non-functioning section of the city is not a way to put Seattle on the path to rehabilitation.

The Denny/Terry location would be able to serve a growing population of new residents and workers in the Cascade neighborhood. It also offers the possibility of offering a vertical conveyance through the station to add ADA access between grade changes in this area.

By choosing the Denny/Terry location, Westlake Avenue businesses and activities can continue to thrive and support the important work of reviving the downtown core. Please vote to approve the Denny/Terry location or at a minimum require more in-depth project cost analysis that is verified by a credible second party.

Sincerely,
Carolyn Ferrell

Mary Rogers

Subject: ST3: Vote to Approve the Denny/Terry Station Location

Dear Mayor Harrell and Community Leaders,

I am writing in support of the option to build the ST3 light rail station at the Denny/Terry Avenue location. Westlake Avenue is already well developed with sidewalks and trees, a prime location for small businesses, pedestrian friendly, and an important transportation corridor. If Westlake is closed, high-frequency bus routes like Rapid Ride C, Routes 8, 40, and 320 would be rerouted to less-desirable routes. It would be unfair to taxpayers to tear up a highly functioning part of the city.

I think the better option is the Denny/Terry Avenue location. This currently undeveloped area is just waiting for the right entity such as Sound Transit to make it an important part of the neighborhood. It is the option that provides entrances to more neighborhoods and across more arterials. Unlike the Denny Way and Westlake location, the Denny Way and Terry Avenue location provides station entrances both north and south of Denny. Most important, the north entrance would connect to the Cascade neighborhood. A Cascade connection expands station access to 10,000 additional residents and 15,000 employees in East SLU, as well as access to more than 400 hotel room, 3700,00 sq. ft. of retail, and 3.85M sf of office space.

Please vote to approve the Denny Way and Terry Avenue North location or at a minimum require more in-depth project cost analysis that is verified by a credible second party.

Thank you for your attention to this important matter.

Sincerely,

Mary K. Rogers

Reza Marashi – Kilroy Realty Corporation

The substance of this comment is within a letter included at the end of this summary.

Dear Sound Transit Board,

I am writing on behalf of Kilroy Realty Corporation with regard to Sound Transit staff presenting you with their recommended location of the future “Denny Station” location. Unfortunately, their “preferred” station at Denny Way and Westlake Avenue would require closing Westlake for a minimum of four years (plus time to relocate all utilities) and several adjacent streets would be closed. Westlake is a critical corridor for Downtown, South Lake Union (SLU), and Denny Triangle, and serves as the retail/transit hub for the vibrant SLU neighborhood. For these reasons, we urge that you request Sound Transit to pursue a station location that avoids irreparable harm to SLU and surrounding neighborhoods. An alternative station location on Terry Avenue North avoids these harmful impacts and offers a superior station design for riders.

Attached to this email, please find a comment letter from Kilroy that fleshes out our position and request in full. Please don’t hesitate to contact us if you have any questions. We appreciate your consideration of our request, and we look forward to continued collaboration between Kilroy, Sound Transit, and the City to ensure a smooth and effective process going forward.

All the best,

Reza

REZA MARASHI
Director, Government Affairs

KILROY REALTY CORPORATION

Ron Butler

Respectfully to all:

ST staff’s preference of siting the station at Westlake/Denny has raised written concerns by many and I concur with the adverse impacts described.

I observe the following –

- a parade of pedestrians all day long and into the evening from both north and south of Westlake and east and west on Denny converging at that intersection to shop at Whole Foods, patronizing the shops above the store, queuing up for coffee at Monorail Espresso or a bowl of Pho on Westlake
- a street grid that crosses Westlake in a complex but interesting pattern
- police vehicles frequently crossing Westlake at 8th Avenue and at Lenora St.

- a streetcar line and multiple bus routes traveling on Westlake between Denny and 7th Avenues

So I pose to you the following --

- Why disrupt a vibrant urban scene when that is the aspiration of elected officials in the communities ST is serving? In these blocks there is residential density and walkability.
- Why at a time when recognizing the need to reenergize downtown this station siting effectively counteracts efforts to do so in the one area that is functioning well? Mitigation dollars to be spent here are better served elsewhere.
- Why tear up streetcar tracks only to replace them again when the construction is completed? That is not financial stewardship nor does it make sense.

While I reside at the Westlake/Denny intersection, I have a parent who lives at Fairview and Denny and I walk up the steep block between Terry and Boren. I also go to a gym at Thomas and Terry.

With this familiarity, in conclusion, I make these comments –

- A Terry station placed between Thomas and Denny would be considerably less disruptive to pedestrians, vehicles, and transit.
- A Terry station would visually enhance the two blocks. Presently the abandoned Fred Rogers building is adorned with broken windows and graffiti. The adjacent building is also empty. The street is partially paved with no sidewalk on that side.
- A Terry station would create a new easier pedestrian corridor to Boren which would give residents in the dense Cascade neighborhood improved access to all modes of public transit.

Hopefully, from the testimony you hear and the written comments received you will instruct staff to rework their Terry analysis and in so doing bring real benefits rather than massive disruption to this very vibrant area.

Thank you.

Ron Butler

Donald K Mackay

To the Sound Transit Board:

I am a life long Seattle native, born at Doctors Hospital before it became Virginia Mason. As a resident of 2200 Westlake since 2014, I am very familiar with the SLU and Cascade neighborhoods. After review of the above referenced materials, I strongly encourage the Sound Transit Board to further explore the Terry Avenue Station location. Please consider it:

1. Provides a positive vertical connection between South Lake Union (SLU) and the East SLU and Cascade neighborhoods.
 - a. Without a terrifying 50 foot sidewalk climb up Denny Way.
 - b. Connects Boren, Fairview and all the Cascade area.

- c. Including: 10,000 residences, 15,000 employees and nearly 450 hotel rooms.
2. With north / south access on both sides of Denny Way, it unites the existing, new and future residential and office development south of Denny Way.
3. Terry Avenue has historically been a service street. The station provides an opportunity for a completion of it's renaissance.
4. Speeds up progress with less diversion and intrusion.:
 - a. Faster completion
 - b. Lower cost implied, however the challenged cost differential estimate needs to be reviewed and revised.
 - c. Significantly less retail disruption.
 - d. No transit diversion required.
 - e. Significantly less utility displacement.
 - f. Fiber optic cable protection and preservation is standard construction practice.

I had planned to attend today's meeting in person, however my travel schedule did not allow it.

That said, I will attempt to attend virtually.

Please, consider the future of the entire area and our future and embrace the Terry Avenue plan.

Sincerely,

Don

Donald K Mackay AIA

[Jane Zalutsky – Seattle Center Foundation](#)

The substance of this comment is within a letter included at the end of this summary.

Chair Constantine:

Attached please find a letter and economic impact study from the Seattle Center Foundation on behalf of the Resident Organizations.

Thank you for your leadership!

jz

jane zalutsky
Executive Director
Seattle Center Foundation

[Sarah Rathbone](#)

Hello!

Below is my note to the Sound Transit Board in support of further exploration of ST1 alternative sites for Seattle Center stations. I've also attached the full letter as a .pdf for ease of distribution and will send a hard copy in the mail today.

Regards,
[Sarah Rathbone](#)

To the Sound Transit Board of Directors:

Thank you for your service to our communities in the complex and important work to expand great light rail transit in our region. Public transportation is key to a healthy regional economy and this investment in our future is needed. I'm originally from Chicago* and understand how significantly public transit enables greater economic mobility and has relieved housing pressures for that region.

After moving to Seattle ten years ago, I was fortunate to fall into a contract with the KEXP family, supporting their efforts to build a New Home at Seattle Center. Initially my office was a shelf in the hallway at the Dexter studios - a joyful and buzzing place moved by music. Working with the team of staff and volunteers, KEXP fans rallied together to raise more than \$15 million - representing over 8,000 donors - to complete the transformation of the Northwest Rooms at Seattle Center.

Whereas the public space at Dexter consisted of two beat up vinyl love seats, the vision for KEXP's New Home was to be a true community gathering space. An anchor for the neighborhood surrounding Seattle Center and a destination for folks visiting the myriad of cultural amenities on campus. Some people plainly didn't get the vision. Why does a *radio station* need a stage? A lounge? A cafe? A book store? A exhibition space? Public bathrooms? Publicly accessible co-working space? Many folks struggled to understand why.

But, before we even opened officially, the "why" made itself evident. On April 21, 2016 - the day Prince died - the gathering space, still very much a construction zone, truly became a place to gather *together*. Within hours members of the KEXP community began showing up. Almost as if magnetically drawn to the space or, more accurately, to each other. People were looking for a way to connect, grieve, process, and celebrate together - to fulfill that most basic human need of social cohesion and belonging. An impromptu memorial with flowers, art work, letters, notes, and even a teeny tiny ladder to heaven appeared at and around KEXP. It was breathtaking. In the years that followed, KEXP did indeed transform as an organization focused on connecting people through music, now able to do so in the physical realm as well as over the airwaves and on digital platforms. The construction at the arena was a buzzkill for sure, but showed that with proper mitigation in place, the show could indeed go on. And then COVID threatened to deep six *everything* to do with social connection, but even that opened doors to alternative ways to connect.

And now KEXP is back, fully back and contributing in countless ways to the re-imagining of this downtown neighborhood. **As an engine and catalyst for revitalization at Seattle Center, Uptown, and Seattle during this crazy time of convulsing post-pandemic readjustment, KEXP cannot be shut down again.** The current option for light rail expansion identified by DEIS (WSBLE DT-1) would be disastrous to KEXP's operation in pursuit of its mission and have far ranging negative effects.

As I understand agency staff have discussed directly with KEXP and in broader public settings, significant impacts to KEXP should the DT-1 location on Republican St be selected include:

-

Studio spaces rendered unusable for a *half-decade*

or more due to digging and construction a mere 20 feet below the building and 8 feet from studio walls.

-

Open public facilities and free live performances enjoyed by thousands of annual visitors no longer viable due to noise and vibration.

-

Access to the area and the building for musicians, staff, and guests made difficult or impossible.

As reported by the Seattle Times last year, “a once-in-a-generation investment in mass transit is set to bring light-rail transportation to Seattle Center in 2037 and a handful of arts groups on campus are excited about the prospects of their all-ages concerts, film screenings and theater productions becoming easier to get to. That is, if they’re still around to see it. KEXP and other resident arts organizations are warning that if the project moves forward as currently planned, they could be forced out of their Seattle Center homes.”

The thought of this makes me want to cry.

But, I have optimism and want to commend you all and Sound Transit for exploring alternative locations at Seattle Center. As you are likely aware, there is concerted and united opposition to the preferred alternative location for a Seattle Center station. There are now at least two additional potential locations at Seattle Center - West on Republican and the Mercer Mix-and-Match. Either would be far more successful in serving the community than the preferred alternative WSBLE DT-1 on Republican St. With these are two worthy locations now under consideration, I would note only that each would require mitigation for the ongoing noise and vibrations that come with light rail operation. I know that nearby organizations like KEXP are optimistic that such mitigation is achievable.

I encourage you to further examine and pursue these alternative station locations so that the preferred alternative identified in the DEIS (WSBLE DT-1) at Republican St. may be dismissed/set-aside. I share the significant concerns identified by engineers, Seattle Center’s Resident Organizations, the City of Seattle, and many other community stakeholders that the DT-1 location would have catastrophic impacts on KEXP’s ability to pursue its mission at its current location.

The work to bring light rail transit to Seattle Center and its surrounding neighborhood is a tremendous opportunity. The two station alternatives now under consideration by Sound Transit present an exciting vision for how to integrate a new light rail station in a dense urban place. Resident Organizations at Seattle Center, such as KEXP, will be able to better serve the 12 million annual visitors to campus.

Everything that Seattle Center and its neighbors have to offer will be that much more accessible to people from all over the city and guests visiting campus. I know that those who proudly work at KEXP and the other Resident Organizations look forward to using light rail for their daily commute.

The significant concerns regarding the DT-1 location are as deep as my optimism for the success of the better station location alternatives under consideration. A future light rail station at Seattle Center will encourage greater housing development, fewer car trips and their associated carbon emissions, and a more welcoming place for all to visit.

Thank you for your work on this important effort and I encourage you to continue advancing these alternative station locations for further consideration at Seattle Center.

Sincerely,

Sarah Rathbone
Creative Economy Consultant

Shannon West

Hello Alexis and Ariel,

Thank you for meeting with Uptown Alliance and the business and residents of Uptown via zoom last week.

I am reaching out to share my feedback on the proposed link stations in the Uptown neighborhood and hoping the board will look at Mercer Street for a better option as a future location.

I am absolutely in favor of light rail and look forward to having a station in Uptown. I am a longtime Seattleite that has watched our beautiful city grow and thrive the 35 years I've lived here, many of those early years living in Queen Anne. I am a small business owner in Uptown and I am co-chair of the Uptown Alliance Business United group. The opportunity to relocate my salon and spa in early 2021 to the incredible Counterbalance Building at 424 Queen Anne Avenue North right across the street from The Mediterranean Inn and Starbucks was a risky move from Wallingford but well planned and thought out. The availability of the commercial space in this beautiful, modern, unique elite Olsen Kundig designed building was a once in a lifetime moment. Having lived and worked in the Uptown and Queen Anne area over the years, I was well aware of what a gem Uptown is, and that is because of our collective group of business and residents. In the 2 years since moving my Aveda Lifestyle Salon and Spa to the Uptown neighborhood, despite being in the middle of the pandemic, finishing up with Climate Pledge Arena construction and construction of permanent bike lanes in front of my business (that's rarely used I might add) we have gained over 2000 new clients in addition to the loyal client base that followed me and my current team of 14. My team and I have worked tirelessly to establish ourselves in Uptown... it's truly a labor of love.

I am fully aware that there will be businesses and residences lost and there will be sacrifices for a form of public transportation Seattle has desperately needed for 20 years. **Of the 2 proposed locations in Uptown I am adamant that the Mercer location is a better alternative for Uptown currently and through the construction years and thereafter.** I am curious why more studies and research has not been done (or shared) to all the various empty lots or abandoned buildings in Uptown as proposed station options. I am asking and hoping the STA board will continue to search for some other location options...does the station need to be in the core of the business district?

Every single operating business in Uptown is vital and necessary for the continued growth, strength and camaraderie of our beautiful neighborhood. **I am hoping that STA considers other locations than the Republican West at risk of losing 3 of the core businesses in Uptown. SIFF, Dicks and The Mediterranean Inn are the majority of reasons people come to our Uptown neighborhood.** These 3 businesses alone provide income to hundreds of employees that would be lost. Knowingly 2 of the 3 business would not be able to relocate successfully and they would not survive the construction. On a personal note, beehive salon and spa being in the beautiful Counterbalance building will NOT survive 5 years of construction next to and in front of us. I will be forced to close after losing our client base that will not be able to find parking and maneuver through the construction and closed streets that would surround us. Our current

customers will not tolerate the hassle of it all. My staff will look for other salons to work at and I will go bankrupt. This is my family business and over the past 23 years I have been resilient through 2 recessions and one pandemic, I will not be able to survive the construction around Republican West.

When looking at the Mercer option, in my humble opinion, each of the businesses that would be lost in that area would be able to survive a relocation. The existing businesses around the construction of Mercer Station would be able to continue to operate during the years of construction and be accessible via car or on foot. There would also be less residents relocated with this option.

I hope the board will please consider the Mercer Street/blue option for our future light rail station.

Shannon West
beehive salon and spa

Please do not choose the Republican West location for the Uptown neighborhood. We will lose valuable businesses that cannot be relocated due to the construction in that area and the loss of the hotel. The corner of Republican and Queen Anne is the home of iconic businesses that would be lost either to the placement of the Uptown station or the construction in that area for the years it would take to build the station.

Uptown Cinema and Dicks and the Mediterranean Hotel bring a large amount of people to the neighborhood and with the loss of these businesses it would drastically change the future of the Uptown neighborhood. The loss of the Uptown Cinema due to the closing of the street adjacent and the construction noise will be a great loss to our local arts community.

Losing the Mediterranean Hotel would be a loss of hundreds of jobs in the community and a large amount of revenue due to being the hotel closest to Climate Pledge Arena and being one of the main hotels that supports the cruise industry. It is booked solid all season long.

Republican is surrounded by hundreds of apartment units, many of them are beautiful newly built buildings in the last 5 years. The noise of construction and loss of businesses in the immediate area will have a negative impact on the residents and will have no other options but to move from the area and take with them their support for the small local businesses in the Uptown area.

Thank you for your consideration.

Shannon West, fellow small business owner in Uptown.

[Megan Jasper – Sub Pop Records & KEXP](#)

Hello Sound Transit Board! Attached is a letter in support of Mercer Mix-and-Match and West of Republican locations for our future light rail station.

To the Sound Transit Board of Directors:

Thank you so much for your service to our communities and for the work you're doing to expand great light rail transit in our region. Your work is so crucial to our region's health and to our future.

My name is Megan Jasper and I work as Sub Pop's CEO. I also have the pleasure of serving as Chair of KEXP's Board of Directors. I'm grateful to have the opportunity to work with so many independent artists, many at the very beginning of their careers.

As you know, there is concerted and united opposition to the preferred alternative location for a Seattle Center station. There are now at least two additional potential locations at Seattle Center, West on Republican and the Mercer Mix-and-Match. Either would be far more successful in serving the community than the preferred alternative WSBLE DT-1 on Republican St.

I am asking that you further pursue these alternative station locations so that the preferred alternative identified in the DEIS (WSBLE DT-1) at Republican St. may be set aside. I share the significant concerns identified by engineers, Seattle Center's Resident Organizations, the City of Seattle, and many other community stakeholders that the DT-1 location would have catastrophic impacts on KEXP's ability to pursue its mission at its current location. While I understand that the hard work by Sound Transit and public stakeholders suggest that a better location may be selected, I wanted to underscore the specific and significant concerns that come with the DT-1 station location.

- Studio spaces rendered unusable for a half-decade or more due to digging and construction a mere 20 feet below the building and 8 feet from studio walls.
- Open public facilities and free live performances enjoyed by thousands of annual visitors no longer viable due to noise and vibration.
- Access to the area and the building for musicians, staff, and guests made difficult or impossible.

As someone running an independent label, I can't stress enough the negative impact this will have on emerging artists and on a label's ability to nurture the careers of those artists. Stations like KEXP are crucial to the health and development of young musicians. These stations serve as regional supporters for music discovery and local performances. And of these incredible stations, KEXP is far and away the most influential in the country. The station's listenership is mammoth compared to other non-commercial stations and its reach is global. A live session at KEXP is often the tool that leads to an artist finding the right booking agent, marketing opportunities, music festival inclusion, and touring

possibilities in the US as well as in other parts of the world. A disruption to the station's ability to conduct these live sessions would not only make it challenging for KEXP to serve its mission, it would also be a seriously blow to the independent music sector because our artists and industry are still recovering from the impacts of covid shutdowns.

I am so excited about the future of Seattle Center and, again, I'm grateful for your work and advocacy to bring light rail to Seattle City. I'm also hoping that you continue advancing the West on Republican and Mercer Mix-and-Match locations for further consideration.

Sincerely,

Megan Jasper

CEO, Sub Pop Records

Chair, KEXP Board of Directors

Erik Nordstrom

The substance of this comment is within a letter included at the end of this summary.

Board Administrator Sound Transit:

Please see the attached letter.

Sincerely,

Erik Nordstrom

Nordstrom CEO

Lisa Kraft

Hello,

My family owns 2 adjacent parcels on the corner of Queen Anne and Mercer St. Our building stretches from the middle of Queen Anne Avenue and around the corner to the alley on Mercer St. We have owned this property for almost 50 years. My father owned a clothing store on that corner since the 1950's and we then leased it to Pagliacci's for 42 years. We now have 7 tenants, all of whom represent minority-owned businesses, and many have been tenants for over 20 years.

Last week at an Uptown Alliance meeting, we discovered that the Mercer Street Alternative would demolish our building along with several others in the near vicinity to be used as a temporary parking and staging area. While the preferred alternative (DT-1) has been published for many months, giving those with a vested interest in that route ample time to voice their comments, this is the 1st we are hearing about it. Perhaps it is necessary to consider several alternatives, but it seems to me that selecting the **Mercer Street alternative would be a great mistake.**

Here are some of the facts that are pointed out in the Sound Transit documents:

- The cost delta for this alternative is estimated to be a whopping **\$210 million** (very possibly more as time goes by)
- It would require **Mercer St. to be closed to traffic and pedestrians** for multiple years causing significant delays getting through to South Lake Union, I-5, hospitals, and downtown Seattle
- It would require the incremental **displacement of 15 residents and 24 businesses** which is underestimated because the apartment building at 105 Mercer St. alone has 41 occupied units
- The only downside to the **preferred alternative on Republican** is that it would **cause noise and vibration** to some of the buildings in the Center. Are you kidding? How could this possibly be weighed against the heavy disruption, cost and permanent displacement the Mercer Street station would cause. These heavily subsidized non-profits could retrofit or relocate on some portion of the 40 open acres at the Center.

As mentioned above, the **number of minority-owned businesses and residents that would be displaced** and adversely affected is significant. That **appears to be discriminatory.** How does this compare with the Republican station alternative?

This part of lower Queen Anne is at the heart of the uptown district. It is the location of many iconic businesses that are family or individually owned. If they were displaced, their businesses would be sunk. The likelihood of their clientele following them to a different location is remote. They succeed because of the reputation that they have built over many years, their proximity to the Center and the affordable leases our older buildings have allowed. My family depends on the rental income for our retirement, and it is our desire to pass this property down to our children so that they can be provided with some security. I do not have faith that ST's appraised valuation of our building would be commensurate with the long-term plans we have for that land and building.

Thank you for taking the time to read my comments. I hope you will take these points into consideration when you are making your decision about which alternative to choose.

Best Regards,

Lisa Kraft

Brian Aucott

Hello Sound Tranist,

I wanted to express my opposition to the two alternatives explored for the Republican Light Rail Station. Both the Mercer and Republican West alternatives will cost more and displace more businesses and residences making it more disruptive to the community and the taxpayers. The increased cost and community disruptions are substantial.

The businesses and residences displaced are primarily small businesses, whose owners spend a majority of their time running their businesses and earning enough to make a living. Any business moves would result in restarting their business and rebuilding them from scratch after a difficult, disruptive 3 year stretch. Both the owners and residences have little time, staff, or disposable funds to hire lobbyists putting them at a disadvantage relative to Climate Pledge Arena or KEXP.

Perhaps there are other alternatives to explore on the Seattle Center campus where disruption would be less.

I encourage you to listen to the community impacted by these changes and hear their concerns and weigh those concerns equally to those raised for the original Republican proposal.

Thank you for listening to my comments.

Brian Aucott

Alexandra Varriano

Hello,

I'm writing to express my dismay at the proposal to wipe out all of the buildings between Queen Anne Ave and Warren along Mercer Street for a new light rail station. Those blocks are filled with independently owned businesses that give Lower Queen Anne its vibrancy, vitality, and character. Many have passed through several generations, and while they may not be housed in historically protected buildings, they mean a great deal to the community. The people that live and work in these buildings deserve to maintain their lives and livelihoods, especially after all they've been through during the Covid pandemic. I urge you not to move forward with this proposal, and to put small businesses ahead of sports culture. There's so much more to this neighborhood than the Arena, and I would hate to see that get trampled on in the rush toward "progress."

Thank you for your consideration and deliberation.

Sincerely,

--

Alexandra Varriano

Artist - Performer - Creator

Patrick Seaman – Mercer Apartments

The substance of this comment is within a letter included at the end of this summary.

Dear Board Members,

We respectfully submit the attached letter in support of a station on Republican Street. We oppose the Mercer Street location which is more costly and displaces more residents and businesses than the Republican St option.

Sincerely,

Patrick Seaman

MS Real Estate

Samuel D. Wolk

Hello-

I am writing to express my support for Mercer Street Books. The plan to demolish buildings at the intersection of Queen Anne and Mercer is, I believe, short sighted and will be detrimental for the lower Queen Anne Neighborhood.

I am a public high school teacher and have been frequenting Mercer Street Books for the last two years. The shop has been invaluable for my personal reading journey and has helped me rekindle my love for philosophy and literature. This has made me a better teacher and empowered me to bring in voices like bell hooks and Walter Benjamin into my curriculum to open up discussion and reflection that benefits my students immensely.

Redeveloping this intersection, which includes the historic MarQueen hotel, would leave Seattle without yet another area that makes Seattle the special city that it is. I worry that these decisions are being made without public input or consideration of anyone besides corporate real estate. This is a thriving and unique economic corridor that would only be made worse by the addition of corporate retail like Target, WeWork or luxury condos.

I fully support the expansion of transit in Seattle, but we have seen how it is used to displace local businesses and residents and leaves many Seattleite without cultural institutions or public spaces. There are many other locations in this area that would be better suited to this transit station. Several large office buildings remain empty along 14th avenue for instance. A transit center here could create traffic flows that would allow new businesses to come in. The old holland America Line building has also remained empty for years. Seattle Center also has ample room to build a train station that could also house a public reception area and even affordable housing. Simply because this corner is on the D line seems to me, an insufficient reason to tear down all that makes this intersection amazing and enjoyable for the public.

Please read this comment at the February 23rd meeting.

Thank you for your time,

Samuel D. Wolk

Media Arts Instructor

Seattle Public Schools

Harvey Grad

Dear Sound Transit:

After reading about Jessica' Hurst's efforts (Mercer Books) to save the southeast corner of Mercer and Queen Anne Ave. N. Sound Transit has tentative plans to use this area for staging for the intended Link. I

I believe there are alternatives, and the historical importance of "older" Seattle commands our preservation of that which is our Seattle, that which brought or kept so many of us here.

I've been here for over 47 years, nearly 48. I have seen many things come and go, and so many should have stayed, been kept.

I live on Capitol Hill, but have a small law office on Lower Queen Anne, on Queen Anne Ave. N., a couple of blocks south of the Uptown. My walks through the 'hood bring me through many great landmarks, KEXP Open Space, past the Mecca, to the block that used to be the Hansen Baking Company, a collection of restaurants and shops now long gone in favor of Met Market and Bartells which to me is *not* an improvement, only an efficiency.

Efficiency should not trump "style", when style is a predominant aspect of character of our city. Over development is stealing out city's character. Living on Capitol Hill I can tell you that the over-modernization is not even an efficiency, witness the over-building and lack of parking on Capitol Hill. We're destroying what makes Seattle the Seattle it was.

I urge you to find another way and place to stage your Link construction.

As much as I love the Link service, it would be disturbing to see it developed at the cost of classic Seattle. Please rethink and adjust your staging plans. Might I suggest you use the area which is the now defunct building where Chase bank was on the north side of Mercer east of Queen Anne N?

Thank you for your consideration.

Harvey Grad, cc: Jessica Hurst

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Harvey Grad

[Austin White](#)

Hey there,

Sending an email asking Sound Transit to please not build the light rail through Mercer Street. I am a local resident of Queen Anne and building the light rail here would destroy some of my favorite businesses and ruin the sense of community I feel living here. Please consider elsewhere.

-Austin White

[Sebastian Varriano](#)

Hello there,

My name is Sebastian Varriano, I'm 20 years old, and I'm a resident of the Uptown neighborhood. I've been living here since 2018, and have been working at Henry's Gymnasium (14 Mercer St) for almost a year. I was appalled to hear that Sound Transit was considering tearing down two blocks of small businesses along Mercer street to build a light rail station. As a lifelong user of Seattle Metro and Sound Transit, and an avid advocate for public transportation, I think it's fantastic that there will be a station in this neighborhood. I can speak from the perspective of someone who would love the convenience of the Link coming through my neighborhood, but I also have to speak as someone who loves this

neighborhood and doesn't want to see it destroyed. The small businesses on and around Mercer street are what make Uptown what it is.

Mercer Street Books has been a woman-owned bookstore for 40 years, filled with beautiful books and a kind and friendly staff. Paju is an immigrant-owned, New York Times lauded restaurant that is known for revolutionizing traditional Korean flavors. Caffe Zingaro is a beloved neighborhood staple for many, run by a young couple who are passionate about creating conviviality in the everyday flow of getting your coffee. Panda Lab is one of the last places in Seattle for quality film developing. Valiant Barber Collective offers a fun, friendly staff, and a high quality haircut. I could go on. Every business along those blocks not only offers incredible service, but is an important part of our community. If you tear away those businesses, you are tearing away parts of our community that make it as fun and vital as it is. They're part of what brings in tourists, and Kraken fans, and people from all walks of life who come to see our beautiful city.

It is my strong suggestion for Sound Transit to build the light rail station on Republican street, as has also been proposed, to avoid destroying the community of central Uptown. Businesses like KEXP and SIFF have had stronger supporters, but small businesses don't have the same kind of voice and power, so I hope you will hear from community members like myself and make the choice that best serves the community.

Thank you for your time.

Sincerely,

Sebastian Varriano

Jessica Hurst – Mercer Street Books

To the Sound Transit Board:

As a business owner on Mercer St that would be affected by demolition if a Mercer Street light rail comes to pass, I've tried to carefully study the maps indicating which property would be acquired. Parcels from the corner of Queen Anne extending two blocks east to Warren would be slated for demolition. However, one owner, Lisa Kraft, owns the property from the alley midway down the block between Queen Anne and 1st Ave N on Mercer St, extending around the corner to Roti, an Indian food restaurant midway down Queen Anne between Mercer St and Republican St. Your current plan seeks to demolish only a portion of her holdings and does not include the property on Queen Anne Ave. It is unlikely that this building could be demolished only in part. Built somewhat idiosyncratically in the 30s, the electrical grid and the water service are entangled from one unit to the next. In addition, it is unlikely that Lisa would consent to selling only a portion of her building while the remaining tenants are harried in their business by constant construction within feet of their door. The expense of building in this area should be reconsidered with further demolition in mind, only adding to the already exorbitant funds needed to opt for the Mercer Street location. Further studies are needed before you can claim to understand the Mercer St option.

Thank you for your time and consideration,

Jessica Hurst

Mercer Street Books

Amelia Turner

Hello,

My name is Amelia Turner and I work at Henry's Gymnasium on Mercer street.

I am emailing about the routing of the light rail system. While I am all for the expansion of our public transportation in the city of Seattle and applaud that effort, I do not believe that small businesses should be hurt in the process. I highly suggest a different routing that would be far less damaging to our neighborhood. These businesses add character to our community and it would be a shame to take that away.

Thank you for your time,
Amelia Turner

Kymerlee della Luce

Greetings,

I'm writing to express my concern over the proposed Link Extension that is currently under development.

As a resident of Uptown, I am in favor of a Link station but decidedly NOT in favor of the station being built on Mercer. This will not only displace important, independently-owned small businesses such as Cafe Zingaro and Mercer Street Books, but will also remove much character and legacy from our small neighborhood.

The proposal of which I'm in favor is the Tunnel Republican Street Station. To my mind, this is the only viable option of a much-needed upgrade.

Thank you for your time and consideration.

Warm regards,
Kymerlee della Luce

David Meinert

Dear Board Members,

I own an historic small restaurant that has been serving Lower Queen Anne since 1930. We have survived a World War, The Great Depression, Hippies and Disco, and now are just recovering from a Pandemic, as is our neighborhood. Now we are threatened by our greatest foe yet - You.

I understand several large non profits with 8 figure annual budgets, and the Oak View Group want to be served by Sound Transit, but not suffer any disturbance from its development. Instead they would like to see a neighborhood filled with historic small businesses destroyed. You might think several of these businesses could be moved with your meager offer of covering moving fees. But in reality most will just be closed, and the long time culture of the neighborhood shuttered for years. Moving a restaurant means rebuilding from the ground up, which in Seattle means at least \$1 million of capitol investment. But the over 90 years investment in the building and culture of a restaurant like the Mecca cannot be rebuilt. It will be lost.

Along with the loss of these businesses, the small business owners, who are mostly in reality making just as much or less than many of the staff, will lose their savings and life work. Unlike the deep pockets of

the large non-profits and corporation who might suffer a disruption, these people will be decimated. This means families with children. This includes the many minority and women led businesses populating this neighborhood.

We were informed that this alternative was being considered and given only a week to understand the implications and rally support to stop it, while running our businesses. Unlike the large corporation opposed to the original route, we have no paid lobbyists or representatives organizing our customers to speak out.

You are proposing to spend an extra \$140 million dollars, destroy a neighborhood, along with historic community oriented small businesses, and have barely done a study on the impact and have allowed for little community feedback. You have also failed to do an equity study, which seems to be a requirement.

If you choose this path, you should be ashamed of the damage to people you will be doing. Please stop, consider what you're doing, and proceed with the original plan which costs less and has less impact on people's lives.

Aside from this, the closure of Mercer for 3.5 years at least, will be immensely cumbersome and problematic for the people living and working in the area. There is an alternative that has far less impact, please go that route.

David Meinert

[Erika Nelsen](#)

Greetings,

I am a Magnolia resident, and have reviewed the Further Studies refinements for the Interbay segment.

I support for Modified SIB-1 Concept. It provides the best access for Magnolia by keeping a Smith Cove Station south of the Magnolia Bridge, and station entrances on both sides of Dravus Street in Interbay. This is extremely important for seamless access to the station for bus transit and drop-offs/pick-ups to and from Magnolia.

I appreciate that this alternative also requires 20 fewer business displacements, including Seattle city Light and Seattle Storm facilities. In addition, taxpayers will see a \$30 million savings with this modified alternative.

I oppose the Consolidated Station Concept.

The proposed location for a consolidated station makes it inaccessible for both Magnolia and Queen Anne, especially when we have to take transit to get to there. The additional \$210 million cost, and lengthy construction closures of 15th Ave W make this concept unworkable for Magnolia.

We voted for two stations in Interbay. There is no reason to settle for a single station that costs a lot more, and is difficult to access for the two neighborhoods it is supposed to serve.

Thank you for the opportunity to comment on the West Seattle-Ballard Link.
Erika Nelsen

Max Schmeiser

Hello Sound Transit Board,

I am a Magnolia resident, and have reviewed the Further Studies refinements for the Interbay segment.

I support Modified SIB-1 Concept. It provides the best access for Magnolia by keeping a Smith Cove Station south of the Magnolia Bridge, and station entrances on both sides of Dravus Street in Interbay. This is extremely important for seamless access to the station for bus transit and drop-offs/pick-ups to and from Magnolia.

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We voted for two stations in Interbay. There is no reason to settle for a single station that costs a lot more, and is difficult to access for the two neighborhoods it is supposed to serve.

Thank you for the opportunity to comment on the West Seattle-Ballard Link.

Best,
Max Schmeiser

Bruce Cross

Greetings,

I am a Magnolia resident, and have reviewed the Further Studies refinements for the Interbay segment.

I support for Modified SIB-1 Concept. It provides the best access for Magnolia by keeping a Smith Cove Station south of the Magnolia Bridge, and station entrances on both sides of Dravus Street in Interbay. This is extremely important for seamless access to the station for bus transit and drop-offs/pick-ups to and from Magnolia.

I appreciate that this alternative also requires 20 fewer business displacements, including Seattle city Light and Seattle Storm facilities. In addition, taxpayers will see a \$30 million savings with this modified alternative.

I oppose the Consolidated Station Concept.

The proposed location for a consolidated station makes it inaccessible for both Magnolia and Queen Anne, especially when we have to take transit to get to there. The additional \$210 million cost, and lengthy construction closures of 15th Ave W make this concept unworkable for Magnolia. We voted for two stations in Interbay. There is no reason to settle for a single station that costs a lot more, and is difficult to access for the two neighborhoods it is supposed to serve. Thank you for the opportunity to comment on the West Seattle-Ballard Link.
Bruce Cross

Don Schlosser

Greetings,

I am a Magnolia resident, and have reviewed the Further Studies refinements for the Interbay segment. ***I support for Modified SIB-1 Concept.*** It provides the best access for Magnolia by keeping a Smith Cove Station south of the Magnolia Bridge, and station entrances on both sides of Dravus Street in Interbay. This is extremely important for seamless access to the station for bus transit and drop-offs/pick-ups to and from Magnolia.

I appreciate that this alternative also requires 20 fewer business displacements, including Seattle city Light and Seattle Storm facilities. In addition, taxpayers will see a \$30 million savings with this modified alternative.

I oppose the Consolidated Station Concept.

The proposed location for a consolidated station makes it inaccessible for both Magnolia and Queen Anne, especially when we have to take transit to get to there. The additional \$210 million cost, and lengthy construction closures of 15th Ave W make this concept unworkable for Magnolia. We voted for two stations in Interbay. There is no reason to settle for a single station that costs a lot more, and is difficult to access for the two neighborhoods it is supposed to serve. Thank you for the opportunity to comment on the West Seattle-Ballard Link.

David Blank

Greetings,

I am a Magnolia resident, and have reviewed the Further Studies refinements for the Interbay segment. I support for Modified SIB-1 Concept. It provides the best access for Magnolia by keeping a Smith Cove Station south of the Magnolia Bridge, and station entrances on both sides of Dravus Street in Interbay. This is extremely important for seamless access to the station for bus transit and drop-offs/pick-ups to and from Magnolia.

I appreciate that this alternative also requires 20 fewer business displacements, including Seattle city Light and Seattle Storm facilities. In addition, taxpayers will see a \$30 million savings with this modified alternative.

I oppose the Consolidated Station Concept.

The proposed location for a consolidated station makes it inaccessible for both Magnolia and Queen Anne, especially when we have to take transit to get to there. The additional \$210 million cost, and lengthy construction closures of 15th Ave W make this concept unworkable for Magnolia.

We voted for two stations in Interbay. There is no reason to settle for a single station that costs a lot more, and is difficult to access for the two neighborhoods it is supposed to serve.

Thank you for the opportunity to comment on the West Seattle-Ballard Link.
-David Blank

Janis Traven

Greetings,

I am a Magnolia resident, and have reviewed the Further Studies refinements for the Interbay segment. Thank you for all of your work, and for listening to the concerns of the public.

I support for Modified SIB-1 Concept. It provides the best access for Magnolia by keeping a Smith Cove Station south of the Magnolia Bridge, and station entrances on both sides of Dravus Street in Interbay. This is extremely important for seamless access to the station for bus transit and drop-offs/pick-ups to and from Magnolia. As a peninsula, connected by three bridges, light rail access will be vital to bringing density to our community.

I appreciate that Modified SIB-1 alternative also requires 20 fewer business displacements, including Seattle city Light and Seattle Storm facilities. In addition, taxpayers will see a \$30 million savings with this modified alternative.

I oppose the Consolidated Station Concept. The proposed location for a consolidated station makes it inaccessible for both Magnolia and Queen Anne, especially when we have to take transit to get to there. Too many additional left hand turn lanes will make freight mobility a nightmare. The additional \$210 million cost, and lengthy construction closures of 15th Ave W make this concept unworkable for Magnolia.

We voted for two stations in Interbay. There is no reason to settle for a single station that costs a lot more, and is difficult to access for the two neighborhoods it is supposed to serve.

Thank you for the opportunity to comment on the West Seattle-Ballard Link.

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Janis Traven

John Davis

Greetings,

I am a Magnolia resident, and have reviewed the Further Studies refinements for the Interbay segment.

I support for Modified SIB-1 Concept. It provides the best access for Magnolia by keeping a Smith Cove Station south of the Magnolia Bridge, and station entrances on both sides of Dravus Street in Interbay. This is extremely important for seamless access to the station for bus transit and drop-offs/pick-ups to and from Magnolia.

I appreciate that this alternative also requires 20 fewer business displacements, including Seattle city Light and Seattle Storm facilities. In addition, taxpayers will see a \$30 million savings with this modified alternative.

I oppose the Consolidated Station Concept.

The proposed location for a consolidated station makes it inaccessible for both Magnolia and Queen Anne, especially when we have to take transit to get to there. The additional \$210 million cost, and lengthy construction closures of 15th Ave W make this concept unworkable for Magnolia.

We voted for two stations in Interbay. There is no reason to settle for a single station that costs a lot more, and is difficult to access for the two neighborhoods it is supposed to serve.

Thank you for the opportunity to comment on the West Seattle-Ballard Link.

Rex McDowell

Hello – 22 year Magnolia resident and have worked in Magnolia for last 8 years. I've reviewed the PDF and other materials on the Interbay segment and strongly urge adoption of SIB-1

The two-stations will provide much better service to Magnolia (as well as QA/Interbay) and the end result should also improve traffic flow and commute times by expediting pickups and drop-offs.

Coupled with the savings and the reduced business disruptions and viewed in light of the shortcomings of the Consolidated option – one station instead of two; increased cost; less access and more disruption – SIB-1 is the clear winner. SIB-3 is a non-starter due to portal location issues and no budget figure.

I appreciate your consideration of my input. Thanks for your time.

Regards,

Rex McDowell
Magnolia

Erle Cohen

I am a Magnolia resident, and have reviewed the Further Studies refinements for the Interbay segment.

I support the Modified SIB-1 Concept. It provides the best access for Magnolia by keeping a Smith Cove Station south of the Magnolia Bridge, and station entrances on both sides of Dravus Street in Interbay. This is extremely important for seamless access to the station for bus transit and drop-offs/pick-ups to and from Magnolia.

I appreciate that this alternative also requires 20 fewer business displacements, including Seattle city Light and Seattle Storm facilities. In addition, taxpayers will see a \$30 million savings with this modified alternative.

I oppose the Consolidated Station Concept.

The proposed location for a consolidated station makes it inaccessible for both Magnolia and Queen Anne, especially when we have to take transit to get to there. The additional \$210 million cost, and lengthy construction closures of 15th Ave W make this concept unworkable for Magnolia.

We voted for two stations in Interbay. There is no reason to settle for a single station that costs a lot more, and is difficult to access for the two neighborhoods it is supposed to serve.

Thank you for the opportunity to comment on the West Seattle-Ballard Link.

Stephen Deforest

Greetings,

I am a Magnolia resident, and have reviewed the Further Studies refinements for the Interbay segment.

I support for Modified SIB-1 Concept. It provides the best access for Magnolia by keeping a Smith Cove Station south of the Magnolia Bridge, and station entrances on both sides of Dravus Street in Interbay. This is extremely important for seamless access to the station for bus transit and drop-offs/pick-ups to and from Magnolia.

I appreciate that this alternative also requires 20 fewer business displacements, including Seattle city Light and Seattle Storm facilities. In addition, taxpayers will see a \$30 million savings with this modified alternative.

I oppose the Consolidated Station Concept.

The proposed location for a consolidated station makes it inaccessible for both Magnolia and Queen Anne, especially when we have to take transit to get to there. The additional \$210 million cost, and lengthy construction closures of 15th Ave W make this concept unworkable for Magnolia.

We voted for two stations in Interbay. There is no reason to settle for a single station that costs a lot more, and is difficult to access for the two neighborhoods it is supposed to serve.

Thank you for the opportunity to comment on the West Seattle-Ballard Link.

Magnolia Community Council

The substance of this comment is within a letter included at the end of this summary.

Seattle Subway

The substance of this comment is within a letter included at the end of this summary.

Dear Board Chair Constantine, Members of the Sound Transit Board, and CEO Timm,

Attached please find a letter from Seattle Subway regarding the selection of Preferred Alternatives for stations located in: 1. Ballard, 2. Interbay, and 3. Smith Cove. We are also submitting this letter for the record as a comment at the February 23rd meeting of the Sound Transit Board, in advance of that meeting.

Any follow up that you, your staff, agency staff, or other government entity staff would like to have with Seattle Subway is always most welcome, please direct follow up to my attention for coordinated response.

Thank you again.

Best regards,
Ben

Ryan Bosa – Bosa Development

The substance of this comment is within a letter included at the end of this summary.

Evin Fairchild

Hello,

I have been following the planning process for the West Seattle Ballard Link Extension quite closely and have never been totally satisfied with the quality of the transfers between the proposed new downtown tunnel and the existing light rail tunnel. I also question the validity of the claim that it is not possible to put all three light rail lines in the downtown tunnel, even if they each are running at 6-minute headways. I'm pretty sure this is done on the NYC subway system, which has several different services running on one subway line, especially in Manhattan.

I recently was at an open house regarding the WSBLE and I asked a staff member there about whether they had looked at putting all the lines in the existing tunnel and the he said that the board had not asked them to study it in detail, so they don't know how feasible this is.

So, I am asking you, the board, to direct Sound Transit to study putting the new light rail lines to West Seattle and Ballard in the existing tunnel. This is really an alternative that needs to be studied in the EIS. I really hope that you consider directing Sound Transit to study this option.

Thank you,

Evin Fairchild

Matthew Bailey

Dear Sound Transit,

I am writing to support the Urbanist's proposal that Sound Transit saves money, streamlines line 3 construction, and accelerates the timeline of Line 3 construction by putting Line 3 on the existing downtown transit tunnel. The plan to build a new transit tunnel for only one new station seems like an unnecessary expense. It will complicate transfers between the three lines. The Midtown station still will fail to serve First Hill better than the existing stations.

Importantly, the cost savings would allow Line 3 to be built faster and better serve parts of Seattle. The new tunnel is expensive due to its extreme depth requirements. As such, it doesn't make much sense to build.

Lastly, this will sidestep the complicated construction of the new Chinatown/ID station.

Please consider using the existing transit tunnel for line 3.

Best regards,
Matt Bailey

Terry Forsyth

Greetings,

I received this email from Seattle Subway, read the hype and think I have a proposal that wins for both. Instead of the big, BIG bucks to build a full-blown light rail station at Mid-town, I propose the following workable compromise.

The last-seen proposal of downtown light rail expansion included a connecting tunnel between a current operating station under Fourth to the proposed Mid-Town Station under Fifth.

My proposal is to build an underground collection site with all the street access the mid-town station under Fifth Street is planned to provide, then dig the already-planned passageway between the two station locations utilizing four horizontal passenger movers (two each direction) found at large airports in each direction plus space in the center for comfortable two-way walking traffic. Everybody wins: Seattle Subway gets a station where they would like to have it and probably saves Sound Transit \$150,000,000.

Looking forward to your response,

Terry Forsyth

Johnathan

The stations depths that were discussed recently in the public comment period for Ballard link worried me a fair bit both from a rider convenience perspective and a budget constraint perspective. Even under the most shallow projections that would require reconstructing the 4th Avenue bridge the station depths and egress times in midtown and beyond still seem extremely daunting for what is the very center of Seattle's CBD where traveling by transit should be convenient. Deep tunnels like these are also much costlier due to the inherent risk involved with deep bore tunneling

As I understand it the FTA has no build alternatives for projects that it oversees. I am wondering if sound transit has at all studied "not building" the 2nd downtown tunnel as either a matter of preferred design or saving money in order to meet our regions funding gap.

For instance has sound transit studied what it would require and what the drawbacks would be for interlining Ballard link in the current downtown transit tunnel so riders could avoid increased travel times due to longer egress and transfer times associated with the proposed deep Ballard link tunnel alignment.

If this were deemed unfeasible has sound transit at the very least also studied the possibility of terminating Ballard link at Westlake station with a short pedestrian connection between Ballard link and the 1 line so the construction of a deep downtown tunnel could be avoided thus saving riders time, and help close our regions funding gap? Such a proposal may have potential for very frequent Ballard link service as well

I implore sound transit to please study alternatives such as these that may allow us to avoid a deep tunnel option. Deep stations are inconvenient for riders and can increase travel times substantially. Please study alternatives that prioritize rider experience and help us deliver transit quicker and more cost effectively at a time when such rethinks are direly needed for our region

Thanks,
Johnathan

Austin Skondre

To the Sound Transit Board of Directors,

Thank you for your hard work in bringing transit to the Seattle area. The addition of light rail has been a huge boon to this region, as evidenced by strong ridership which is already nearly back to pre-pandemic levels. The people of Seattle love the train and are eager for more.

However, I urge the board to think carefully as we move into the next phase of transit planning. The West Seattle-Ballard link project and the second downtown transit tunnel were planned many years ago and since then much has changed. Commuting patterns have changed drastically and costs have begun spiraling higher and higher. The core question in front of us is simply this:

Are the currently planned projects really the best use of over 10 billion dollars?

Looking at the current plans I believe Seattle could get much better transit for our dollars. The station location in Ballard is far from ideal, the new stations downtown add little value, and the transfers between the two tunnels are not good. Unfortunately, none of those criticisms are adequately addressed by the proposed alternatives.

I encourage the Sound Transit Board to, at the very least, consider not building the second downtown transit tunnel. This would lead to significant cost savings and improved transfers between lines. I know that there are capacity worries with all the lines sharing the same tunnel, but signaling technology investments could help solve the capacity problem. The Paris metro can run trains every 2 minutes in their tunnels, which would translate to 6 minute headways on three lines sharing the existing downtown tunnel.

Another alternative would be an elevated railway as opposed to a tunnel. In fact, Seattle already has an elevated railway partly between downtown and Ballard: the monorail. How much would it cost to extend the monorail from downtown to Ballard? Could we automate the monorail to provide high-frequency transit service like the Skytrain in Vancouver, BC? Chongqing, China has multiple monorail lines that move over 30,000 passengers per hour per direction. It is a serious transit system that was chosen because monorails offer excellent hill climbing ability, tight turning radii, and lower construction costs when compared to tunnels.

At the end of the day I am not a transit expert. Perhaps both of my suggestions are infeasible for reasons I am unaware of. But that does not mean the current plans are the correct solution.

The people of Seattle are excited for more transit, as evidenced by King County's overwhelming support for ST3. Now it is up to Sound Transit to be good stewards of that support. I encourage the Sound Transit Board of Directors to carefully consider the next phase of transit development and ensure that Seattle is truly getting the best value transit system possible.

Thank you for your time,

Austin Skondre

[Conrad Cipoletti & Martin Pagel](#)

Recent posts in [The Urbanist](#) and [Seattle Transit Blog](#) proposed interlining through the existing downtown tunnel and pointed out the vastly better rider experience. The authors wisely suggested to focus all efforts on a Westlake to Ballard line instead. Doing so would avoid construction in the CID, downtown and West Seattle, and allow them to recover from the pandemic. It would also vastly reduce the 3 million tons of carbon pollution the construction would generate. Ballard has huge potential for walk-on riders while a light rail stub in West Seattle would hamper transit rather than help. The Seattle Transit blog post also suggested using smaller [automated trains](#) on the new line to increase frequency and reduce station size and cost. Some comments suggested extending the line to Midtown or First Hill.

As this proposal would vastly improve rider experience and reduce disruption and construction time and effort, we ask the Board to study such an alternative.

Conrad Cipoletti & Martin Pagel

Stephen Fesler

Good afternoon:

I'd like to pass on my comments to the Sound Transit CEO and boardmembers. These comments should be transmitted to the full board. They include the below and in the attached PDF.

It's urgent that action is taken to suspend the Sounder parking projects in Kent, Auburn, and Sumner. In my [recent story for The Urbanist](#), I explain in detail the massive opportunity cost that is being made if the \$360 million is not reallocated to actual transit projects. The agency and boardmembers may also find some of the information in this piece interesting and wish to pursue broader synergies with Amtrak rather than BNSF to deliver better service for riders via Sounder. The piece explains this in detail. I'd also like to note on a personal level that I lived in Kent and Covington for many years and regularly took transit to and from Kent Station (and routinely used other Sounder stations), so I deliver this critical message with personal understanding and experience of what this means and the policy choices here.

Kind regards,
Stephen Fesler

I'd like to pass on my comments to the Sound Transit board related to the West Seattle and Ballard Link extensions further studies process. Please distribute these for the next full board meeting.

Firstly, I'd like to say that I strongly believe that this process has become overly messy and is really heading very off course. And I think it's disappointing that Sound Transit only envisions six-minute peak frequencies a piece when all these extensions open. Our off-peak service should honestly be better than that, but that's not what planners are proposing at all. With all this in mind, if we're not going to maximise our super expensive infrastructure, it's time to entirely reconsider the second tunnel downtown. Fundamentally, we don't need that second downtown tunnel and can solve a lot of problems by interlining all three lines in the existing tunnel and spurring off of that to the north and south of CBD. Cole Gleason [introduced a very compelling proposal to do just that](#).

While Gleason's proposal is not without its challenges in execution and some temporary disruptions, it maximises our infrastructure and investments, it allows for much better transfers, it reduces community disruptions, it could allow for vehicle automation and fixing deficient parts of the existing and future Link system, it frees up a ton of money, it allows for earlier project delivery, it makes the downtown station experience better. Yes, it means losing the Midtown station, but the value of that station is very low as it is. So it's just not clear what the second downtown tunnel is really getting us but unnecessary headaches and potential future project delays. So please consider this material change to the plans. I wouldn't suggest it if it weren't technically feasible and worthwhile.

With all this said, I do want to comment on evolving proposals from this further studies process:

- West Seattle Link
 - Don't remove the Avalon station;
 - You still should elevate the alignment to the Junction in the street, it will save you a lot of money and reduce project risk;
- Ballard Link
 - Don't remove the second Interbay station;

- Put Link on 15th Avenue W in Ballard;
- Put Link on 15th Avenue W in Interbay;
- Improve the Harrison Street station so that SR 99 isn't a huge detractor;
- If a second downtown tunnel is to be built, a new station MUST be built at Union Station and should it be in a shallow tunnel on 4th Avenue
- General Comments
 - Continue to refine stations so they are as close to street-level as possible, this is so important for travel time and accessibility;
 - I strongly support reactivation of Union Station in all possible scenarios;
 - Keep refining plans and use streets for station access as much as possible (such as Westlake Station), we should be deleting car lanes and giving space to riders, this can save a lot of money

Kind regards,
Stephen Fesler

Martin Nix

I would like to comment on the review process for routing of the light rail from Boeing to Evergreen way. I do appreciate the opportunity to recommend. I was concerned in that i saw two major routes, one on the north side and one on the south side of SR-526 from Boeing to Evergreen. However, I did not see an “alternative F” as I call it. Right down the middle of SR-526. I would like to see this added to the review process.

This would be a better option than both, in that it would be faster and quicker to build with less disruption to the community. The south side routes is plague by the large number of apartment buildings in close proximity. The north side route is plague by again disruption of businesses. Putting the route down the middle of SR-526 is an option.

What concerns me is the highway department when they do their “wide highway” analysis do not include alternatives for driving. I am opposed to widening of SR-526. There are options that can be included to reduce traffic on SR-526 that are not being reviewed.

I have identified three.

- 1) Boeing putting in its own transit system. With the coming of the 737max line at Everett, there will be a large amount of driving between Renton and Everett. The company can put in its own transit route. There use to be a Transwest commuter run between Everett, Renton and Frederickson. Presently employees are forced to drive cars, carpools and vanpool simply put is not an option. Employees spend nearly 55,000 gallons a day committing. Microsoft put in its own transit system, in part due to injuries on the bridges. Boeing can do more.
- 2) Put in a bicycle trail along the south side of SR-526. There is space for there. Presently Boeing employees cannot ride bicycles to work, because of the danger of traffic. There is a bicycle trail along I-5, that can be tied to the Boeing plant, and also the ferry system in Mukiteo.
- 3) Have the #1 Island Transit get on the ferry and go to Seaview transit center. This would tie Oak Harbor to Seaview. This would open up more ferry slots on the ferry for cars.

The downside is the highway department does not want to sacrifice the two interior lanes for the light rail. They should. There would be under this plan, only one lane on both sides of the track, with exit lanes. At Evergreen there is enough space for a center loading platform, underneath the bridge. Architecturally speaking, there could be elevator and stair service to an overhead pedestrian platform, with a ramp and overhead bridge over Evergreen. The station between Boeing and Evergreen should be eliminated, it is not needed, and difficult to access. But would mean faster train service between the two destinations. It would mean reconstruction of existing bridges.

As part of the plan there needs to be better joint station development. We do have homeless people here, and their needs to be addressed. There is a lot of abandoned property here, done for speculation. These can be made into camp grounds, and made nice. WE need a 24 hour coffee house, some place for people to go. WE need also better park and pedestrian facilities. Casino Road for example can be reconstructed for a wider side walk, making it safer for pedestrian and bicycles. The train system should address the issue of people who do not have money, in part to help people get access to jobs. With the train coming, it will impact property values, and I am concerned it will evict people on low income. Housing needs to be addressed as part of joint station development.

While at it, there should be consideration for the 413 to stop at Upper Ridge and Casino road, thus giving service to Seaview. There is a cluster of apartments here.

I thus recommend that an additional option be considered, which I call Alternative F for routing the train from Boeing to Evergreen, right down the middle of SR-526.

Thank you. Martin Nix
Resident Casino Road, Everett Washington

[Bill Hirt](#)

Atten Sound Transit Board

The following post from my stopeastlink blog details why a Traffic Lab review would conclude Seattle doesn't need a second transit tunnel

Bill Hirt

The Seattle Times Traffic Lab article “Will a new light-rail station land in Pioneer Square” typifies the paper’s failure to “dig into” the issues. For example, does Sound Transit really need to build a second downtown transit tunnel to anchor a \$15 billion expansion from Ballard to West Seattle? Do the benefits of the tunnel offset the disruption of locating a second District/Chinatown station near existing light-rail station.

The Sound Transit 3 map voters approved in 2016 costed the Ballard-to- Downtown Seattle Light rail as \$2,383-\$2,550 (2014 \$M) and Downtown Seattle to West Seattle Light Rail as \$1,431-\$1,531 (2014 \$M), less than a third of the current \$15B. This would seem to raise questions as to why the increase in cost and whether Sound Transit has the authority to spend so much more than what they promised prior to 2016 vote.

Even more important is why the need for a second tunnel and station. Sound Transit could terminate the Ballard extension at current Westlake station. Riders that need to go beyond Westlake can transfer to Line 1 Link. Sound Transit could also terminate East Link at existing International District/Chinatown station. Again, those wishing to go further can transfer to Line 1 Link into Seattle or south to SeaTac. The existing tunnel can surely accommodate Line 1 Link riders going beyond Westlake and Chinatown Station as well as those needing to transfer.

Eliminating the tunnel saves billions, avoids the need for a second station, 5 or 6 years of disruption along whatever route is selected, and shaves those years from the current 2037 debut. Again, if the Traffic Lab “digs into” the issue it would likely conclude Seattle doesn't need a 2nd tunnel and new Chinatown station.

Dear Sound Transit Board

The following is a recent post from my blog <http://stopeastlinknow.blogspot.com> in response to the public comment on your 2/23/2023 agenda.

Bill Hirt

The previous post detailed why Sound Transit Boards Jan 26th plans for operating the Lynnwood expansion indicated they'd ignored Northgate Link's failure to attract more than a fraction of the 41,000 to 49,000 riders they predicted. This post details what

it currently costs Sound Transit to provide transit for those riders and what it will cost for their plans to operate the Lynnwood Link.

Sound Transit budgets light rail car costs at ~\$30 per revenue vehicle mile. Thus, every extension mile adds \$240 to the round-trip operating cost. The 4.2-mile Northgate extension added ~\$1000 to the round trip from and to Westlake Station. The current weekday schedule for headways between trains, 8-minute peak, 10-minute off peak and 15-minute late night requires 126 trips. Thus, the Northgate extensions weekday operation currently add \$126,000 to daily operating costs.

Sound Transit no longer provides quarterly Service Provided Performance Reports that would have included riders added by each of the three Northgate Link stations. Assuming all the increase in ridership during the first three months after the debut were added by the three stations, ~8000 daily, gives \$15.75 per rider. The Northgate ridership did little to reduce congestion since most of the riders were commuters who previously rode bus routes into Seattle.

The Lynnwood Link's 8.5-mile extension adds ~\$2000 to the trip cost from Westlake and back. The Jan 26th Board meeting approved a plan with Chinatown/ID to Lynnwood headways of 4-min. peak and 5-min. off-peak, essentially doubling the current Northgate trips per day. The combination of the longer routes and more frequent service resulted in the Lynnwood extension adding ~\$500,000 to daily operating costs.

Typical of Sound Transit Board, no one asked how many additional commuters they expected with the extension. Many of those along the route with access to transit were already riding on bus routes the Northgate Link replaced. Replacing additional buses further reduces transit capacity into Seattle and doesn't reduce I-5 congestion. The additional former bus riders also reduces access for current Line 1 Link riders.

The bottom line is, Sound Transit recently hired a new Chief Financial Official (CFO). There is little the CFO can do about the \$2.77B that will be spent extending light rail to Lynnwood. However, the entire Sound Transit service area will benefit if he vetoes the Board's Jan 26th plan that requires spending \$500,000 daily on operating costs and questions the financial viability of all the "voter approved" light rail spine extensions.

Cory Hutton

Hi Sound Transit Board Members,

As you develop the ST 3 plan, I implore you to ensure new alignments serve two first principles:

1. Easy and convenient (underground and close) transfers between lines and modes. Particularly at Union / King St Station and Westlake Station. These need to serve as regional hubs.

2. Stations need to serve neighborhoods and people living in them, not simply serve people passing through (around). Don't skip upper Queen Anne. If recent extreme weather shows us anything, it's the people living on upper Queen Anne need a safe and convenient way to get on/off the hill in icy conditions (did you see the people sliding down the hill on their butts, dragging luggage?). Placing stations in Interbay and bypassing a neighborhood that is likely to dramatically grow in population in the near future is unacceptable.

As a resident of Seattle, I want to be able to use Link to go out to dinner with friends or run errands. It should be a core link in building a 15 minute city.

The ST 3 plans I've seen won't enable that vision. If you can't build a connected network that serves people living in the neighborhoods, maybe you shouldn't build it at all, since the long term damage to the network will dramatically limit utility and outweigh any short term savings.

Cory
Seattle

Jeff Sneden

The letter referred to in this comment is included at the end of this summary.

Attached is a document authored by CORE, "Citizens United to Rethink Expansion" of SR522/145th in Lake Forest Park. It is the culmination of several months of searching the Sound Transit Website and multiple public records requests. The data used in this presentation is taken directly from Sound Transit documents and spreadsheets. It details the enormous cost to taxpayers for the purpose of reducing the 522-bus transit time through Lake Forest Park on the afternoon weekday eastbound rush hour bus from South Shoreline Light Rail Station to Bothell by 2.3 minutes.

It is important from CORE's perspective to be crystal clear. We support mass transit; we support Sound Transit. That said, we firmly believe there are reasonable, affordable alternatives that take less time to build and far less damage to Lake Forest Park.

This writeup is being shared widely inside and outside of Sound Transit. We urge you to read this and carefully consider it. We look forward to your considered response.

Jeff Snedden

Co-Founder of CORE

Vicki Scuri

The documents referred to in this comment are included at the end of this summary.

To Julie Timm, ST CEO, John Henry, ST CFO, Bernard Van Der Camp, ST3 Executive , and the Sound Transit Board of Directors and the City of Lake Forest Park:

First, I would like to thank Sound Transit for hosting the Upcoming Open House, on March 15th, 2023. I am concerned that the time slot, designated from 3pm-7pm, is a difficult time of day for many residents, who are either working, picking up children from school, or committed during the afternoons until after dinner time. As we have not had an in-person Community-Wide Meeting, in Lake Forest Park, for nearly 3 years, this upcoming Open House is very important to us. Please consider changing the time slot on March 15th, to the evening time slot: for example, from 5pm-9pm.

Also, please note on the invitation announcement when community comments may be heard as a group. As mentioned at the SBCC HOA meeting last November, we request a community-wide meeting when all attending residents may be present together, so that we can hear our neighbors' concerns and comments. For the Open House, this can be accomplished by listing a comment time in the evening of March 15th, at 7pm. Please consider these suggestions. One of our concerns as a community, is that many of our residents know very little about the SR522 NE145 BRT Project. The "West Shift," which has many impacts in LFP, was developed and designed during COVID, with scant meaningful community engagement. We ask you to consider a better approach to community engagement now, and to begin by scheduling this upcoming Open House, at a time slot when most residents who wish to attend, may attend.

Below is my letter and a postcard that CORE mailed (today) to 5,000 LFP residents.

It is important to us, that Community Engagement is Community-Wide.

Thank you,

Vicki Scuri,

CORE

Comments Received After The Comment Deadline

Kelly Nomura – International Community Health Services

Dear Chair Constantine and Members of the Sound Transit Board:

I am writing on behalf of International Community Health Services (ICHS) to ask the Sound Transit Board of Directors to name the 4th Ave S Station (as refined after the Draft Environmental Impact Statement, or DEIS) as the preferred alternative for the Chinatown-International District (CID) segment of the West Seattle-Ballard Link Extension (WSBLE).

ICHS is a Federally Qualified Health Center and a long-term care provider with four full-service health clinics, six satellite sites across King County, and an assisted living facility in Chinatown-International District. We are deeply rooted in the Asian Pacific Islander (API) 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 1973 and has continuously been a community anchor organization for the CID since then. In 2021, we served 29,683 patients from across the Puget Sound region.

We believe a 4th Avenue shallow option will provide the best compromise between the needs of Sound transit and the CID. ICHS believes that regional mass transit is necessary and will benefit both the CID and our many diverse staff and patient communities across the region. While a 4th Avenue station location will not be impact-free, it promises the fewest impacts while providing the best outcomes for the neighborhood, our patients, residents, and staff. Other options that Sound Transit is considering, both the North of CID and the South of CID stations, bring too many construction and travel impacts without any of the benefits to the neighborhood or mitigation for neighborhood residents or businesses.

If done right, a 4th Avenue station is the most beneficial option for the seniors in the CID. The neighborhood is home to approximately 1,300 seniors, living independently and in assisted living facilities like ICHS' Legacy House. The majority of seniors in the CID are low income and limited English proficient, and any negative effects felt by the neighborhood will be disproportionately borne by this population. The refined 4th Avenue option reduces air and noise construction impacts from what was published in the DEIS, an important health measure for a vulnerable community. A 4th Avenue station addresses racial equity concerns that arise from other station options that Sound Transit is considering. 4th Avenue represents the best option for tying the CID and Pioneer Square together without losing direct access between the CID and South Seattle and the airport, an essential transit need for ICHS and the Asian Pacific Islander communities that we serve.

ICHS will potentially suffer staffing and operational costs if the South of CID station option prevails, and so we strongly argue against it. For example, ICHS will suffer significant negative impacts from the South of CID station construction's use of South Dearborn Street as an inbound haul road; the intersection of this street and the off-ramp from I-5 are the location of our ID Clinic and our assisted living facility. The pollution and dust caused by heavy vehicle traffic directly onto our CID facilities, coupled with inevitable traffic reroutes and disruption, stands to create negative consequences for the thousands of patients and hundreds of seniors, the majority of whom are low-income and limited English proficient, for many years. But without the station being physically present in the CID, our patients, residents, staff, and community members will suffer through all of these negative consequences with little to no benefit. Losing a direct link between our clinics and their surrounding neighborhoods would cause staffing difficulties and frustrate patients, potentially causing them to seek health care from other providers.

Thank you for considering our concerns and comments.

Sincerely,
Kelli Nomura

Chief Executive Officer
International Community Health Services

Christina Shimizu

Good afternoon, please see my public comment below. I am traveling and will be unable to attend virtually. Thank you!!!

OPPOSE any WSBLE station location on 4th or 5th Ave in the C/ID neighborhood

Strongly SUPPORT the North or combined North and South station alternatives, with neither station located in the C/ID. Provide adequate space and opportunity for much needed future equitable transit-oriented development.

The CID is not against transit or investing in a vital city but NO urban planning can or should ignore what is at stake in the larger picture beyond transit: the potential destruction of a cultural community that has one of the longest histories in shaping our city.

We're done with the era of sacrificing communities of color for white transit planning doctrines that exclude us.

The North/South alternatives have a far greater potential for building a system that meets transit objectives without the severe consequences of displacing people and erasing their cultural roots.

The construction complexities, enormous cost delta, and lack of eTOD for the CID at 4th Ave shallow are a serious concern. The damages to the CID cannot be addressed through mitigation. Do not choose 4th Ave. Please choose the north/south option as the preferred alternative.

Christina Shimizu

Kaileah Baldwin Representing Comment Signatories

Central Puget Sound Regional Transit Authority (Sound Transit) Board of Directors
Sound Transit Board Chair, Dow Constantine
Sound Transit CEO, Julie Timm

Via Email

RE: WSBLE station location in the Chinatown International District

Dear Chair Constantine, Board of Directors, and CEO Trimm,

We, the undersigned, are community members of the Chinatown-International District (CID). We are residents, independent local business owners and workers in the CID; members of non-profit organizations, active participants in and stewards of the CID. We are also customers and patrons who choose the CID as our most cherished neighborhood to dine, shop and enrich our lives. We are diverse in the hats we wear, but unified in our passion to preserve, protect and sustain the unique, authentic character, vibrancy and livelihood of the CID. We very much value the long-term benefits of the CID continuing to be one of the most important transit centers in the entire NW region, bringing together Sound Transit, Metro and Seattle streetcars. **We are confident this can be achieved while also avoiding the devastating consequences resulting from any of the initial proposed DEIS station locations on 4th or 5th Ave which would lead to the permanent displacement and cultural erasure of the CID neighborhood.**

We appreciate that you have heard the entire CID community voice opposition to a station in the historic heart of the CID at 5th Ave S and S King St. We thank you and Sound Transit staff for introducing newer station and alignment alternatives for consideration in CID Workshops #3 and #4.

Based on preliminary information presented in CID Workshops:

- We prefer the new CID station to be moved to the North alternative or North *and* South alternative of our neighborhood's core and ask Sound Transit to continue studying these alternatives as the preferred alternative.
- We urge Sound Transit to **reject** 4th Ave, 5th Ave and all station options initially proposed in the 2022 DEIS for the Seattle Chinatown International District, along with their refinements.

The CID is a source of livelihood for our working-class, immigrant and refugee communities and is our cultural home. [Despite repeated harm from generations of infrastructure projects](#), disinvestment, racial discrimination, and redlining; we built and sustained our homes, gathering spaces, culturally-specific small businesses, and community-based organizations. Through resilience and resistance, we made our neighborhood the home it is today and we are committed to protecting and expanding our ability to thrive in place.

We believe that any station in the heart of the CID, on 4th or 5th Ave S, would have disastrous consequences for our neighborhood which is currently at a [heightened risk of displacement](#). And, according to research on [Disaster Gentrification in King County](#), disasters like this often lead to displacing communities.

Our concerns with 4th and 5th Ave station options have yet to be addressed:

- No significant progress has been made on reducing the 9-11 year construction duration in the core of our community.
- Given that both the 4th and 5th avenue options involve underground work in areas of extensive fill and [liquefaction prone soil](#), there are too many risks and unknowns for Sound Transit to predict accurately construction lengths. We don't want to be in a situation where one year into construction, Sound Transit engineers find surprises and we can't change course.
- Further definition of haul routes, automobile, transit, freight and pedestrian detours need to be provided.
- Major concerns with traffic congestion, rerouting and [bus service disruption](#) during the 6-year partial closure of 4th ave and the 4 years of a full closure of 4th and Jackson during which no buses will be able to move through there at all and will be rerouted to 5th ave. These transit delays will not only impact CID residents but service to the Rainier Valley as well, as cited in the racial equity tool kit.
- Per Sound Transit studies, at peak hour, 2,300 vehicles are expected to pass through 4th Ave. 50% is expected to be diverted. This is 1,150 vehicles each hour. ST

modeling indicates the neighborhood can only handle 160-180 diverted vehicles per hour in the historic CID core. This means the neighborhood will experience gridlock every week day during peak hours for 9 to 11 years and this doesn't even consider game and event days.

- Traffic rerouting endangers our senior residents and clogs up our streets with traffic, preventing customers from accessing our small businesses.
- The potential long-term benefits from equitable transit-oriented development with a 4th Ave shallow option is very limited, if any. In contrast, there are *far* more possibilities in the north option. This makes the 4th Ave shallow an even worse choice - the CID community pays a high price from impacts in the short term, while gaining fewer benefits in the longer run.
- The CID is at a heightened risk of economic and cultural displacement and these factors have yet to be deeply studied. This includes assessing 1) economic displacement caused by rising rents (and other costs of living) which force people to relocate, and 2) cultural displacement wherein people chose to move because the neighborhood no longer supports a critical mass of culturally related businesses and institutions that served them and that together, create the cultural milieu that supports them and provides a sense of agency and belonging. Factors of economic displacement include rising land values, rent increases, property tax and interest rate increases that, together, inflate housing costs and force people to relocate. An analysis of cultural displacement must examine the economic displacement of culturally related businesses, cultural institutions, community-based organizations, and community services that together strengthen social cohesion and create a cultural home for people, especially important for communities of color, immigrants, and refugees.
- Repairs to the 4th Ave viaduct should not be considered an added benefit to this option without a clear understanding and disclosure of the compounding impacts of 4th Ave viaduct replacement beyond construction of the 4th Ave S station.

The newly proposed 4th Ave Shallower also does not improve overall construction time and footprint. We appreciate the work being done by Sound Transit engineers and other staff on this mitigation alternative, but Sound Transit's track record of construction timelines and best estimates for station scope is not one we are willing to trust with so much on the line. We do not believe that Sound Transit has sufficient information to advance this alternative as a community-based option.

There are compelling reasons to locate the new station just to the north and/or south of the CID core. For example, moving the station to the North of CID or just South of CID, or both, provides clear benefits to the community with significantly less disruption:

- Offers regional connectivity to all three future lines
- Maintains proximity and connectivity to CID
- Projects a shorter construction duration by half a decade
- According to Sound Transit, the North alternative would not cost more than the 4th Ave option.
- Far more opportunity for equitable transit oriented and community-based development focused on thriving in place

We believe that Sound Transit's due diligence to the community in assessing alternatives and broad community interest in further study of both a North of CID and South of CID station locations (along with other changes that would result, such as moving the Midtown station) requires expanded analysis and comparison of proposed sites in the DEIS.

While we believe that the CID has faced an undue burden of infrastructure projects historically, we also acknowledge that moving the station to north or south of CID may have its own set of

unintended consequences to providers and residents of those respective locations. Sound Transit and the CID community must continue to meaningfully engage and work with community members to create a plan to mitigate harm to residents of these areas.

Sound Transit must be accountable to its publicly stated commitment to race and social equity. We see your next actions as a test to that commitment. We wholeheartedly invite you to be open, transparent and fully engaged with us as Sound Transit continues study and analysis, before any formal staff recommendation or board decision on a preferred CID Segment alternative is made; and before any final decision is made to proceed with an alternative.

Initial Signatories, as of February 8th 2023:

Individuals

Alan "TN" Trang
Amy Nguyen
Anibal & Marjana Ruiz
Ann Kawasaki Romero
Bettie Luke
Betty Lock
Bill & Carol Richardson
Binko Chiong-Bisbee & John Bisbee
Blake Nakatsu
Brad Tong
Bruce Brundige & Grace Tazuma
Cary Moon
Casey Bui
Christa Thomas
Christina Shimizu
Constance Chin Magorty
Danielle Higa & Francis Eugenio
Davida Ingram
Dave Huang
Devang Mehta
Diane Sugimura
Ella Mae Santos
Ellen Ferguson
Eunice How
Gei & Matt Chan
Gino Alberto
Hisato Kawaminami
Jason Kaku
Jerry Chihara
Jamil Suleman
Jill Nishi
Judy Tobin & Michael Baker
Juna Gates
Karen Akada Sakata

Kaitlin Uemura
Kaitlin Madriaga
Kasi Perreira
Katherine Cheng
Kevin Tran
Lauren Takisaki
Lisa Watanabe
Lori Matsukawa
Lonnie Wells
Maya Mendoza-Exstrom
Meilani Mandery
Mike Vu
Mimi Gan
Nanette Fok
Nhon (Nin) Truong
Nina Wallace
Rachtha Dahn
Richard Sanguin
Rick Polintan
Ryen Shimizu
Savitha Reddy Pathi
Sean Arakaki
Stefanie Van Rafelghem
Sue Kay
Tanya Nguyen
Tera Beach
Teresa matt
Tiffani Lee Kumabe
Tina Young & Wilson Chin
Tracey Wong
Travis Quezon
Warren & Susii Higa
Wendy Yamamoto
Victor Mizumori

Small Businesses

Bush Garden
Chihara Architecture
ChuMinh Tofu
Fort St George
Itsumono
KOBO at Higo
KOBO LLC
Maneki
Pioneer Barber Company
Sairen
Seattle Best Tea

WKND studio/DaDaDa Gallery
Trichome

Building Owners

Jan Johnson, Panama Hotel
Ling Chinn, Rex Building
Paul Murakami, Jackson Building

Organizations

Asian Counseling Referral Services (ACRS)
Asian Pacific Americans for Civic Empowerment (APACE)
Asian Pacific American Labor Alliance (APALA), AFL-CIO, Seattle Chapter
API Chaya
CID Coalition
Eggrolls Mutual Aid
Graham Street Community Action Team (GS CAT)
Cham Refugees Community
Co Lam Pagoda (Vietnamese Buddhist Community)
Velma Veloria (Filipino Community of Seattle)
Somali Community Services of Seattle
Somali Health Board
Massage Parlor Outreach Project (MPoP)
Malicious Vixens
Mount Baker Community Coalition
Puget Sound Sage
Restaurant to Garden (operated out of Danny Woo)
Sun May Company
Sunday Meals at ChuMinh Tofu

Best,

Kaileah Baldwin

she/her

Yan

Dear Board Members,

I have read and researched the attached opinion and totally agree that the Terry Ave is the most efficient and least disruptive Alternative!

Please reconsider and Thank you!

Regards,

Yan

Daniel Cavazos

It is shortsighted and inequitable to not ensure the most seamless transition between transit modes/lines at the CID light rail station. I understand that during construction, those in the area will suffer. But there will be far greater suffering and injustice if there is not seamless transfers. The shallower 4th is the best option to ensure that goal is met.

Daniel Cavazos

Sabrina Villanueva – Denny Triangle Neighborhood Association

**RE: Sound Transit Board Meeting
Thursday, February 23rd Public Comment
Denny Triangle Neighborhood - stop location**

Dear Board Members,

Please accept this written comment on behalf of the Denny Triangle Neighborhood Association.

Westlake Avenue is a vital, vibrant corridor for downtown Seattle. It has all the components of a great street including multi-modal transit (street car, buses, bike lanes, etc.), activation, street level retail, wide sidewalks, parks, and more. It is a beautiful, finished street that connects South Lake Union to Denny Triangle and beyond.

It would be devastating to the neighborhood to close Westlake Avenue for 4-5 years. The impact to all of the businesses has not been studied. The traffic flow and impact to all of the side streets has yet to be understood. There will be significant cost to replace and rebuild this improved corridor. It has also come to our attention, that the 4-5 year closure **does not** include the time it will take to relocate a 28 inch sewer line. That sewer line supports 150 acres of surrounding properties and could take a year or more to relocate.

We implore you to please consider a construction method that keeps Westlake Ave open.

If that is not feasible, then please take a more detailed look at the Terry Avenue alternative. That location is unimproved and would be far less impactful to the neighborhood. We have been told there is a fiber line that would take many years to relocate. We have spoken to telecommunication experts and most fiber companies have redundant routes and can move in less than one year. There are also proven methods to protect fiber in place and excavate and build around the fiber.

Thank you for your consideration and attention to this important matter.

Regards,

Howard Anderson, Board Chair
Sabrina Villanueva, Secretary
Denny Triangle Neighborhood Association (DTNA)

Jimmy Esteban

Dear Sound Transit,

As a civil engineer and avid Light Rail user, please please please include a stop at the Union Station Hub centered at Chinatown-International District for the Ballard Link extension. The cost will be temporary but the benefit to riders will last generations. This stop just makes sense to everyone and is where we as riders know the maximum benefit will be realized. No one wants to backtrack for transfers and a Union Station Hub will solve that problem.

Thank you,
Jimmy Esteban

Kyle Jacobson

To whom it may concern,

I own a condominium at 10th and Jackson in the CID and have lived there for several years. I am and have long been an avid transit rider. I ride the Link light rail, metro buses, and the streetcar. I am also a frequent patron of many of the CID's businesses, including those that will be harmed if significant work must be done along 5th avenue in Chinatown.

At the same time, I believe it's crucial that light rail expansion continues and that new lines offer a connection in Chinatown to Union and King St stations, to the streetcar, and to bus service at and around 4th avenue and Jackson St.

I believe the clear choice is to situate a station on 4th avenue near Jackson and that the shallower option be chosen. Deeper tunnels increase transfer time, disadvantage riders with limited mobility, and place heavier reliance on elevators and escalators which tend to break frequently.

Thank you,
Kyle Jacobson

Blue Frauenglass

Please commit to a shallow, 4th Ave CID station for the West Seattle / Ballard Link extension. All other alternatives proposed fail the basic need of public transit: getting people where they need to go quickly and easily.

Public transit is my primary means of getting around Seattle. By choice, not by necessity, my wife and I live car-free. We can do this because of

Seattle's amazing and improving transit network; the city's transit is already amazing, and the choices we make now have the chance to make us world class - or doom us to another century of transit mistakes and wasted time.

- Blue Frauenglass, homeowner in West Seattle

Brian Zumeta

Hello:

I am emailing to give my strong support for a station IN the International District/Chinatown, not north or south of there. Ideally, a “shallower” station on 4th that would enable good connections with other link lines, as well as buses and regional rail service. Failing to do this will seriously undermine the possibilities of our investments in transit for generations of riders to come, and would diminish transit’s competitiveness with other transport modes (namely driving).

Please build a station in the ID that maximizes connectivity and ensures the best transit for the most people.

Thank you.

Brian Zumeta

Unnamed Commenter

Please move forward with the “4th Ave Shallower” option as it is the only one that considers rider experience and sets the system up to be equitable into the future. 4th Ave is either going to be under construction or fall apart by the time you get around to building anyway. What are you mitigating except for some short term panic? All so riders can have extra transfers or hard to use deep stations in perpetuity.

Kaileah Baldwin

Hello Sound Transit Board,

My name is Kaileah Baldwin. I’m a queer Black woman and born-and-raised Seattleite working in the CID. I’m speaking on behalf of Puget Sound Sage alongside the CID Coalition and over 75 local residents, organizations, & business owners.

We value the long-term benefits of the CID continuing to be a transit center in our region, where Sound Transit, Metro and Seattle streetcars come together. But this can be achieved while avoiding

consequences of displacement and destruction of the PNW's only remaining Chinatown cultural district - and that's what would result from any station locations on 4th or 5th Ave. We urge you to support the North/South alternatives that have greater potential for meeting transit objectives without displacing BIPOC Seattleites of their homes and cultural roots.

We believe that any station in the heart of the CID, on 4th or 5th Ave S, would have disastrous consequences for our neighborhood for the advantage of white & suburban interests. 9-11 years of construction in CID's core would destroy this neighborhood; And would only make way for predatory development that leaves this POC neighborhood and cultural core out to dry.

We urge Sound Transit to reject any 4th Ave or 5th Ave station options. Instead, commit to preserving Seattle's CID, keep POC and low-income residents *in* the city, and move forward with the North alternative, or North and South combo.

Kaileah Baldwin

Derek Richards

Hello, my name is Derek Richards and I am a full time transit rider that relies on our transit systems for all my day to day life. I would like to ask that you all do not remove the Mid-Town Station as is currently being considered. This is going to be one of the most used stations in the entire system and it is worth the cost to keep it. It's what voters voted for.

It is also important to keep a station near the International District on 4th Avenue for easier connections between the lines and to use Union Station as a transit hub.

Thank you.

Brian White

Hello,

As a frequent Link light rail rider, I wanted to express my support for building either the 4th or 5th Avenue connecting station in the International District. Building there would make using the Link Light Rail a much more efficient and enjoyable experience for current and future riders. Having an easy connection between different lines is important for the future of the light rail. I believe the extra station will boost business for the neighborhood and will be a net positive in the coming years. I hope the board will consider the long term benefits of having both stations together over short term disruptions of construction of the 4th or 5th Avenue connections.

Thank you for your time,

Brian White

Nora Chan – Verbal Comment Transcript

Hello Sound Transit Board Members,

I'm Nora Chan. I started Seniors in Action. You see a lot of them here today. I live in Chinatown. I also owned a business there for many years. All my time is spent helping the seniors.

I have looked at the CID light rail station options. And I have made my decision. The best location is on 4th Avenue. It is close enough for Seniors to walk to, and you can go to other places from there. My relatives from Hong Kong and other places can come here directly, especially my grandchildren can come to see me.

The other options are too far away. There are too many transfers. The new station on 4th Avenue will bring a lot of people to Chinatown. That will help the businesses, which are not doing so good right now. More people means more safety on the streets for everybody. We will be able to walk outside in the evenings again.

Please choose 4th Avenue for more study and more mitigations. That is the best for us. We are ready to work with you on the planning. Just let us know.

Thank you.

Austen Chan – Verbal Comment Transcript

Good Afternoon Sound Transit Board Members,

I am Austen Chan of Bellevue, 16 years old. I am named after my Grandpa, Dr. Austen Inn Young Chan. Grandma is Nora Chan.

They owned a medical practice in Chinatown that burned down in the pandemic, so they moved to another part of the district.

After reading many times about the 3 different transit locations in Chinatown ID with my parents and my uncle Dr. Brian Chan, we decided 4th Avenue South is the best place for a new light rail station.

It is close by for our patients to come to our clinic. It's easy to use, and it's close to other transportations like trains, busses, and streetcars.

Your help and understanding is most appreciated for us in the community, especially for our patients coming from all over to my family's medical practice.

Thank you.

Kolton Chan – Verbal Comment Transcript

Good Afternoon Sound Transit Board Members,

I am Kolton Chan. After reading and study of Sound Transit locations with my brother Austen Chan, we decided to support the 4th Avenue Station because it is the most convenient for riders and our family and patients coming to the CID.

I go to the CID a lot to visit my Grandma, Nora Chan. And I go to my dad's health clinic to help there sometimes.

I am glad to know Sound Transit is working on refinements and reduction of impacts like traffic flow, and making access to buildings like where grandma lives, and to the businesses.

4th Avenue is more convenient for everybody.

Thank you.

Betty Lau

Hello, I'm Betty Lau, co-founder of Transit Equity for All.

I was around when the current 4th Avenue tunnel went in with eventual light rail in mind. The promised community benefits never happened.

That was then, this is now.

As Sound Transit board members, you have a chance to get this version of Sound Transit right in both location and design.

It's taken me a lot of study and checking with outside experts to conclude that 4th Avenue is best for the new station because it has the most direct connections, is the closest to other transit modes, and is the easiest to coordinate with the city's major infrastructure projects.

I urge you to follow the facts and MOVE FORWARD ON 4TH!

Thank you.

David Santillanes

Dear Chair Constantine and Members of the Sound Transit Board of Directors,

I am writing to urge your support for Ballard station alternatives located West of 14th Ave NW:

- Tunnel 15th Avenue with Draft EIS Station Entrance Refinements
- Tunnel 15th Avenue with Station in Right-of-Way
- Tunnel 15th Avenue Entrance North of Market

I am the owner/operator and franchisee of the McDonald's restaurant at 5400 14th Ave NW in Ballard. Opened in 1962, this is one of the first McDonald's restaurants in Seattle. The restaurant underwent its most recent remodel in 2020 renewing our commitment to serving the neighborhood with a \$2.2 million reinvestment.

As a Hispanic businessman, I came to Seattle 19 years ago with the purchase of this restaurant. We currently employ 58 people. The average tenure of my staff members is 9.5 years with some of the crew working and serving the local community for over 15 years --- very unique among quick-serve restaurants.

This restaurant is truly a community restaurant. Many of our residents have grown up with the restaurants. Many a child has celebrated their birthday or have spent a rainy afternoon with their mom and dad in the Playplace. We have developed

relationships and supported our local schools over the years, from support of the Adams Elementary library to sports teams at Ballard High School.

I am very proud of the fact that we are a first employer of many of our community's youth. We offer great first jobs to many who also take advantage of our scholarship programs. We are also a launching pad for many individuals who speak English as a second language. This restaurant is also one of the largest contributors to the local Ronald McDonald House Charities through its canister, *Give a Hand, Fry and Shake* donation and match programs.

I am concerned about the potential taking of the restaurant property for the Ballard Link Extension's Station.

In addition to the role it plays in the community, the restaurant is highly successful. A taking of this location would present hardship and have a tremendous adverse impact on my employees, my business and the community. The city and state would stand to lose significant tax revenues, loss of jobs and training resources.

A key feature of the restaurant's success is the drive-through. During COVID-19 restrictions, it allowed us to continue operations and meet the considerable demand for our product. We would have been shuttered without it. During normal times and post-COVID, the drive through remains a major profit center. It offers tremendous convenience for a wide range of customers.

Contemplating a relocation of the restaurant following a taking, it is important to note that drive-through windows are difficult to permit in Seattle and are prohibited in many of the City's land use zones.

Sincerely,

David Santillanes,
President
D.Lark, inc.

Jim Lovsted – Kidder Matthews

I am a Vice President, and Sr. Asset manager with Kidder Mathews. I currently manage two commercial properties located on Westlake Avenue. One for Karigo, LLC, and one for AIBS Leasing LLC. I have worked in the Commercial Real Estate market in Seattle for the past 35 years, providing third party management to clients.

Westlake is a vibrant, healthy street connecting South Lake Union to the downtown core.

The street provides retail, bus service, biking, trolley service and businesses are healthy and working hard to recover from covid and the slow return to office in downtown Seattle.

The suggestion of closing this street for years, just isn't viable to aid in the stability of the Region, not when a viable and less intrusive option is available just a block or two to the NE, the Terry Station alternative.

We have consulted with engineering firms familiar with the area, the sewer and utility lines and underground fiber.

The Terry Station option is beneficial and has less impact to the Region.

As light rail continues to link connecting stations, I ask that the Sound Transit Board, and Mayor do the right thing here, and truly look at and study the cost impact and timing to shut down Westlake Avenue, for this proposed new station. Obtain and factor in the utilities, as well as the viable option to leave fiber lines intact and safe during construction.

Disrupting 473 feet of area, with no street retail, bus or bike lane traffic is highly preferred than the 1,100 square foot disruption on Westlake with the proposed Westlake location.

We are working hard to rebuild this City, not take a step backward.

Please take the time to consider and price all options and alternatives, including the impact to business viability and accessibility within the Region.

Thank you

Jim Lovsted, CPM



February 22, 2023

Dear Sound Transit Board of Directors,

We write to you on behalf of 10 organizations along the West Seattle and Ballard link light rail extensions, serving a wide range of business, community, and arts and cultural interests.

We support the extension of light rail in the City of Seattle and completion of the Sound Transit 3 program as promised to voters. While Sound Transit has built light rail in Seattle, the scope and scale of this project – the largest in the ST3 program – means it cannot be treated as business as usual.

The second tunnel in downtown Seattle – the heart of the regional and state economy and home to more than 100,000 residents and businesses employing more than 300,000 workers – makes possible the extension of light rail to Tacoma and Everett. Construction will take 10+ years in dense neighborhoods, using a disruptive cut-and-cover approach for most of the tunnel stations, including in downtown that is still recovering from the COVID-19 pandemic.

We urge the Board to identify a preferred alternative that takes full advantage of the opportunities presented by high-capacity transit in our region's densest communities. We appreciate the new information the agency has developed in response to the Board's Motion No. M2022-57 directing additional studies. However, there remain outstanding questions about the cost, schedule, and impacts of the new ideas, such as the Seattle Center station further west on Republican and multiple options for the Chinatown-International District station, and comparative information for the relative risks, costs, and schedule delays that have not been adequately evaluated for the Denny Station alternatives. In addition, limited work was done to respond to the public's comments on the Draft EIS.

We are concerned that the information being presented to the Board and public may make some alternatives appear to be the lowest cost, take less time to build, with fewer construction impacts when the opposite may be true. For example, new station locations were identified for both the Seattle Center and Chinatown International District stations, but understandably, there is not adequate information to compare them to the Draft EIS alternatives. Important questions remain unanswered, such as whether additional environmental review will be required and whether adequate mitigation for the full extent of impacts have been accounted for in the cost estimates. In South Lake Union, the cost to evaluate underground utilities have been quantified for one alternative but not the other.

As we collectively evaluate the new information about station location alternatives, we ask that you include the following in the upcoming Board action on the West Seattle & Ballard extensions:

Meaningful community engagement

- **If the Board identifies new ideas as the preferred alternative that were not included in the Draft EIS, there should be a collaborative and iterative process with the community to define them and answer key questions prior to completion of additional environmental analysis.** One of the challenges of the sequential process taken to complete the Draft EIS was the community waited 2+ years for information. This resulted in unanswered questions that required the additional studies directed by the Board last summer. Schedule delays can be minimized by working with the community to define new alternatives, construction approach, and mitigation to be evaluated during environmental review.
- **A well-defined process to develop construction and mitigation plans this year prior to the Final EIS.** We have been told that mitigation plans will be developed in the future, once a preferred alternative is selected. However, it is unclear how and when those plans will be developed and how the community will be engaged. To keep the project on schedule, a defined process and timeline, directed by the Board, will help the public understand how and when the agency will engage with them this year.
- **Engagement with both the communities around stations and future riders.** The new ideas generated by the additional studies in the Chinatown-International District could eliminate the Midtown Station, however outreach has not been made to the potential users of that station. Future decision-making should allow time for robust engagement of everyone who will be affected by decisions.

Transparent information

- **Comparative data for all alternatives.** It appears that the Board and public are not receiving information that allows for a true comparison of alternatives. For example, the additional studies for the Denny Station alternative on Terry Avenue describes extensive utility relocation – not previously identified in the Draft EIS – that will add significant cost and extend the construction schedule by a year. Staff acknowledge the location of a significant sewer line that will need to be relocated for the alternative located on Westlake Avenue but there is limited comparable information about the implications on cost and schedule, and it is not clear if the time to relocate utilities is included in the estimated street closures.
- **Plans to address cumulative impacts of construction across downtown Seattle.** Downtown Seattle serves as the heart of the regional and state economy and cannot afford to recover from the COVID-19 pandemic only to be impacted by 10+ years of light rail construction. Current construction plans would disrupt major arterials and transit routes, such as Westlake Avenue in South Lake Union, for multiple years. Sound Transit should develop plans for the cumulative impacts of construction – not simply a station-by-station approach – that include all possible strategies, including delivery options.
- **Improved communication about trade-offs.** The authority of the Board of Directors to make decisions has the unintended consequence of staff presenting information without clarity about tradeoffs between choices. For example, alternatives that may make no practical sense are presented as viable options, such as the SIB-3 alternative in Interbay that consolidates two stations at an added cost of more than \$200 million. This makes it difficult if not impossible for the public to meaningfully weigh in on trade-offs being considered by the Board.

Funding

- **Adequate funding for construction mitigation.** The assumptions for mitigation in the current cost estimates are unknown, both for new ideas that were identified in the additional studies and the Draft EIS alternatives. We ask the Board to confirm that cost estimates include robust funding for construction mitigation and share specific detailed information about this with the public.
- **Grant program for community organizations to participate in project development activities over the next 10+ years.** The community groups along the alignment have utilized existing financial resources to meaningfully review environmental and technical documents. This has led to better community engagement in the project. However, it has also constrained resources for the organizations' core missions, including those representing historically underserved and marginalized communities. We encourage Sound Transit to establish a grant program to provide funding for community organizations to continue to meaningfully participate in the project through the completion of construction.

Thank you for your consideration. We look forward to continuing to work with you and the project team to advance this important project for both the region and the City of Seattle.

Mike Stewart

Executive Director
Ballard Alliance

Rachel Smith

President & CEO
Seattle Metropolitan Chamber of Commerce

Rod Kauffman

President
Building Owners and Managers Association
Seattle King County

Erin Goodman

Executive Director
SODO BIA

Jon Scholes

President & CEO
Downtown Seattle Association

Alex Hudson

Executive Director
Transportation Choices Coalition

Mary Eversole

Executive Director
NAIOP, Washington State Chapter

Rick Hooper, Co-President

Mercedez Fernandez, Co-President
Uptown Alliance

Jane Zalutsky

Executive Director
Seattle Center Foundation

Michelle Merriweather

President & CEO
Urban League of Metropolitan Seattle



February 16, 2023

WSBLE Draft Environmental Impact Statement Comments

c/o Lauren Swift

Sound Transit

401 S. Jackson St.

Seattle, WA 98104

Email: WSBLEDEIScomments@soundtransit.org

Re: Comments on WSBLE Draft EIS

Dear Ms. Swift:

We are writing on behalf of Development Services of America, Inc., which is the owner of the property located at 4025 Delridge Way (TPN 7881500200) (the “Property”) to provide comments on the Draft EIS for the WSBLE project. The Property is presently developed with a large office building and associated surface parking lots.

The very preliminary plans for various WSBLE alternative alignments appear to pass next to the building on the Property. We are concerned that the proximity of this construction work will result in adverse impacts to the Property.

Because the WSLBE plans are at such a preliminary stage, it is not possible for the Draft EIS to outline the likely impacts of the proposal in several areas that will affect the Property: traffic, congestion, noise, vibration, dust and odor and the like. It appears that major structural support columns for the elevated rail structure will nearly abut the building on the Property in one alternative, which raises serious concerns about impacts on the tenant experience in the building.

The Draft EIS must do a better job of characterizing these impacts and outlining realistic mitigation plans to avoid or eliminate these impacts.

Similarly, the proposed extended closures of nearby streets will impose extraordinary hardships on the Property. Given the substantial changes contemplated by Sound Transit in its current process, including entirely new alternatives not reviewed in the Draft EIS, Sound Transit should prepare a Supplemental Draft EIS for the WSBLE Project. The Supplemental Draft EIS should evaluate the impact of street closures, rather than just listing them, and explore alternatives to and mitigation for such closures.

Our specific comments are as follows:

- Construction delays from the WSBLE project will parallel the impacts from the West Seattle bridge outage. Since the bridge closure, our marketing of vacant spaces in the building has been non-existent. We currently have a majority of tenants looking for avenues to relocate onto the main Seattle corridor to avoid traveling to our property due to a lack of viable and reliable vehicular/transit options. The WSBLE project will

definitely be similar in its impact and this should be reviewed in the Supplemental Draft EIS, together with mitigation proposals.

- Not discussed in the Draft EIS is the fact that the water table in that area of our building was extremely high during original construction. So much so, that we deleted the entire East end of the basement parking garage due to the water table being higher than our finish slab depth. Adjacent construction by Sound Transit in the water table will require substantial dewatering and the groundwater levels are likely to magnify construction vibration effects. The Supplemental Draft EIS should review these impacts and propose mitigation.
- Additionally, our understanding is that the geotechnical character of the area around the Property includes substantial fill areas. Construction by Sound Transit in these fill areas may amplify vibration and structural support issues for our building. The Supplemental Draft EIS should review these potential impacts.
- The foot traffic to/from the elevated station will increase the need for rider parking. The area is drastically short of available parking for riders/users. We are concerned that surface parking and related enforcement on our parking lots will put an unnecessary strain on our resources. The Supplemental Draft EIS should review these secondary parking impacts on the Property and the neighborhood.
- The overall effect of WSBLE on Delridge may be to turn it into a local commuter parking area for the new station. But the neighborhood has little in the way of pedestrian infrastructure and activating uses – therefore a lack of “eyes on the street.” This could exacerbate local issues of crime and security. The Supplemental Draft EIS should carefully evaluate the likely impacts of the WSBLE project on these issues in Delridge.

Finally, you should be aware that the Property is benefited by a view easements over other nearby parcels. The recording numbers are as follows: 8902150561, and 8902150562. This easement was specifically negotiated as part of the original acquisition of the building and is critical to its value. Some of the elevated rail alternatives will severely impact this view easement and the Draft EIS should evaluate these impacts as well.

Now since the release of the Draft EIS, we have been apprised of additional alternates that Sound Transit is studying. These additional alternatives directly conflict with our above referenced view easement by constructing the light rail station directly in line within the view easement area, and completely eliminate the unique benefits our real estate holds with views of the Seattle skyline. The elimination of these views change the value add of our property with incredible and unique views, into a standard suburban office space that causes use economic contraction when marketing to current and future users of the property.

Add to the above, the traffic patterns that will develop between buses navigating the circuitous routes up to and thru and around our property cause great concern and worry for pedestrian and vehicular safety as city buses, freight traffic to/from the steel plant, along with normal business

and residential traffic, we believe are ingredients for extremely hazardous conditions that traffic studies may not be fully recognizing.

Last, the new alternates will have structures that directly impact our current improvements that hinder and reduce our current parking conditions. Since our location is a business center that users travel to from areas that may “not be supported thru light rail”, we as a business center will be ignored or passed over for renewal by current tenants who no longer have adequate parking options due to Sound Transit improvements. Also, new prospective users will look elsewhere for centers with adequate and safe parking for their associates. In the end, the economic impact to our property we feel will threaten the financial viability of it going forward in a deeply competitive market.

All of the above are our concerns ONLY as they relate to the proposed finished product. The impacts due to the construction alone will be amplified dramatically through road closures, surface parking impacts, closure of our driveways, and surface streets which surround our site. As referenced earlier, our property experienced dramatic impacts due to the bridge closure alone for two years. We are working feverishly to back fill the property now that “normal” traffic is returning to the area. To compound the problem again without a full and reasonable plan that addresses the delays, economic impacts to the property AND users is unrealistic and irresponsible to the community.

We understand that the goal is to be beneficial to the area for commuter use and access to areas of the Seattle metropolitan area. However, businesses will have a real and direct financial impact due to greatly impacted access to the property from the construction, and from the finished product and ST needs to address those impacts up front.

In general, we support the Sound Transit project, but we are concerned that the Draft EIS does not describe the potential impacts of the WSBLE project on the Property and the Delridge neighborhood.

We therefore suggest that Sound Transit prepare a supplement to the Draft EIS that fully describes the WSBLE project and evaluates all impacts associated with the proposal.

We appreciate the opportunity to provide these comments.

Sincerely,



Richard H Wilson
President/CEO
Development Services of America, Inc.

Att: View Easement(s)
View Easement mapping

meetingcomments@soundtransit.org

emailtheboard@soundtransit.org

Elliot.Helmbrecht@seattle.gov

Ariel.taylor@soundtransit.org

Alexis.lair@soundtransit.org

Jack McCullough jack@mhseattle.com

Steve_twist@sgagroup.com

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BY THE DIVISION OF
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KING COUNTY

When recorded return to:

Dieter Struzyna, Esq.
3415 11th Ave. S.W.
Seattle, WA 98134

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Bellevue, WA. 98009 RECD F
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SPACE ABOVE THIS LINE
FOR RECORDER'S USE

VIEW EASEMENT

THIS EASEMENT (the "View Easement") is granted this 15th day of February, 1989, by SEATTLE COMMERCE CENTER - B, INC., a Washington corporation ("Grantor"), to TRADEWELL GROUP, INC., a Washington corporation, d/b/a Development Services of America ("Purchaser"), as successor in interest by merger to D&K Services, Inc.

RECITALS

A. Grantor owns the real property located in King County, Washington legally described on Exhibit "A" attached hereto (the "Grantor's Parcel" or the "View Easement Parcel"), and Purchaser owns the real property legally described on Exhibit "B" attached hereto (the "Benefitted Parcel").

B. Grantor wishes to grant to Purchaser and Purchaser wishes to receive, an easement over and across Grantor's Parcel for the purposes of preserving a view.

FOR VALUABLE CONSIDERATION, the receipt and sufficiency of which are hereby acknowledged, Grantor and Purchaser agree as follows:

1. Grant of Easement. Grantor hereby grants to Purchaser for so long as Purchaser is "owned or controlled" (50% or more) by a parent company which is owned or controlled by Mr. Tom Stewart of Vashon Island, Washington ("Mr. Stewart") or any other entity which is owned or controlled by Mr. Stewart into which Purchaser transfers the Benefitted Parcel by transfer, consolidation, merger or reorganization (being hereinafter collectively referred to as "Grantees"), a nonexclusive, perpetual view easement appurtenant to and for the benefit of the Benefitted Parcel as follows:

EXCISE TAX NOT REQUIRED
By [Signature], Deputy

8902150562

For so long as any Grantee is the owner of the Benefitted Parcel, Grantor and its successors and assigns shall not, and are hereby barred from building or constructing or having built or constructed on the View Easement Parcel any improvement or structure (an "Improvement") which (i) has any portion of its structure greater than 20 feet in width perpendicular to a line running from the easterly most point on the Benefitted Parcel to the easterly most point of Columbia Center Building in Seattle and (ii) extends more than 57 feet above the City of Seattle datum. Nothing in this View Easement shall be deemed to prohibit the erection of any temporary structures atop an Improvement for use in connection with repair of the Improvement, or to prohibit the use of cranes, towers or other such construction equipment which may be temporarily mounted atop an Improvement to perform repairs or other construction work.

2. Termination. This View Easement, including but not limited to the restrictions set forth in paragraph 1 of this View Easement, shall automatically terminate and become null and void in the event the Benefitted Parcel is no longer owned by a Grantee. Nothing in this View Easement shall be construed to state that this View Easement, including but not limited to the restrictions set forth in paragraph 1 of this View Easement, will terminate or be affected in any way by a transfer or other assignment of rights in the Benefitted Parcel among Grantees.

3. Subordination of Interests. All Grantees' rights under this View Easement are subordinate to any mortgage or deed of trust now or hereafter encumbering the view easement parcel and held by a party unrelated to Grantor. Grantee shall, within 25 days after receipt of a written request from Grantor, any successor in interest to Grantor's interest in the Grantor's Parcel or other party with an ownership interest in the Grantor's Parcel (the "Owner"), execute and deliver to Owner a document or documents in form and content acceptable to Owner and/or any mortgagee, lienholder or encumbranceholder unrelated to Owner ("Mortgagee"), containing language sufficient and necessary to confirm the subordination of Grantees' rights under this View Easement to any lien or encumbrance on the View Easement Parcel and/or any Improvement thereon in favor of a Mortgagee. The documents referred to in this paragraph 3 may, at Owner's request, include mortgage documents provided that any such mortgage document explicitly states that Grantee execute it solely for the purpose of subordinating their interests derived pursuant to this View Easement, without assuming any liability whatsoever for the payment of the obligation secured thereby. Any such Mortgagee, upon foreclosure or transfer in lieu of foreclosure to the Grantor's Parcel

shall be considered to have terminated all of the rights of Grantee under this View Easement.

4. Third-Party Rights. Grantor reserves all other rights with respect to the View Easement Parcel, including without limitation, the right to grant easements, licenses and permits to others subject to the rights granted in this View Easement.

5. Title. The rights granted in this View Easement are subject to all restrictions and reservations of record.

6. No Running of Benefits and Burdens. None of the provisions in this View Easement, including the benefits and burdens, run with the land and are binding upon or shall inure to the benefit of any entity other than the Grantee. The burdens of this View Easement shall run to and be binding on the successors and assigns of Grantor.

7. Notices. All notices required or permitted hereunder shall be in writing and shall be effective upon personal delivery to Grantor or Grantee or three (3) days after being deposited in the United States mail, registered or certified, return receipt requested, with postage fully prepaid and addressed to the respective parties as follows:

TO GRANTOR: Seattle Commerce Center - B, Inc.
Suite 2300 Skyline Tower
10900 N.E. 4th Street
Bellevue, WA 98004

TO PURCHASER: Tradewell Group, Inc.
3415 - 11th Avenue S.W.
Seattle, WA 98134

Such addresses may be changed by written notice to the other party hereto.

8. Construction. This document shall be construed according to the laws of the State of Washington.

GRANTOR:

SEATTLE COMMERCE CENTER - B,
INC., a Washington corporation

BY Dirck W. Armitage
Its VP

8902150562

PURCHASER:

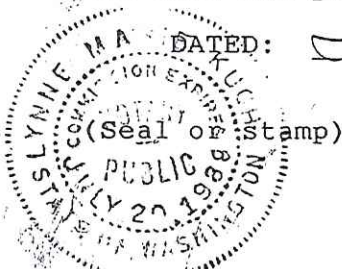
TRADEWELL GROUP, INC., a
Washington corporation, d/b/a
Development Services of America

By [Signature]
Its CEO

8902150562

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that Dirck Armitage signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Vice President of SEATTLE COMMERCE CENTER - B, Inc. to be the free and voluntary act of said corporation for the uses and purposes mentioned in the instrument.



DATED: February 14, 1989.

[Signature]
Notary Public in and for the State of
Washington, residing at Bellvue
My appointment expires July 20, 1989

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that Thomas J. Stewart signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the CEO of TRADEWELL GROUP, INC. to be the free and voluntary act of said corporation for the uses and purposes mentioned in the instrument.



DATED: February 14, 1989.

[Signature]
Notary Public in and for the State of
Washington, residing at Clyde Hill
My appointment expires 6/5/91

EXHIBIT A

DESCRIPTION:

Parcel A, City of Seattle Lot Boundary Adjustment (LBA) under Master use Application No. 8606156 as recorded under Recording No. 8706020779, being more particularly described as follows:

Those portions of Government Lot 3, Section 13, Township 24 North, Range 3 East W.M., AND of Blocks 2 and 3 of Faegre's Second Addition to West Seattle as per plat recorded in Volume 3 of Plats, Page 51, records of King County; AND of 24th Avenue S.W., as vacated by City of Seattle Ordinance No. 86320; AND of 25th Avenue S.W., as vacated by City of Seattle Ordinance Nos. 60208 and 88177, described as follows:

Beginning at the intersection of the Northerly right-of-way margin of S.W. Andover Street with the Northwesternly right-of-way margin of Delridge Way S.W. as condemned and acquired by the City of Seattle in Superior Court Cause No. 142193 pursuant to City of Seattle Ordinance No. 39638 as amended by City of Seattle Ordinance No. 41575;
thence North $28^{\circ}20'35''$ East, along said Northwesternly margin, 419.90 feet to an intersection with the Westerly line of Block 1 of Gottstein's First Addition to West Seattle, as per plat recorded in Volume 3 of Plats, Page 68, records of King County;
thence North $01^{\circ}57'40''$ East, along said Westerly line, 47.08 feet to an intersection with a line parallel with and 120.2 feet Northerly, from the North line of Block 3, said plat of Faegre's Section Addition;
thence North $88^{\circ}58'41''$ West, along said parallel line, 18.36 feet;
thence North $01^{\circ}57'40''$ East, parallel with said West line of Block 1 in Gottstein's First Addition, 35.00 feet;
thence South $88^{\circ}58'41''$ East, parallel with the North line of said Block 3 of Faegre's Second Addition, 18.36 feet to said West line of Block 1 of Gottstein's First Addition;
thence North $01^{\circ}57'40''$ East, along said West line and its Northerly production, 164.74 feet to an intersection with a line parallel with and 10.00 feet Southerly, from the centerline of S.W. Charlestown Street;
thence North $88^{\circ}58'41''$ West, along said parallel line, produced Westerly, 114.60 feet to a point of tangency with a 280 foot radius circular curve to the left;
thence Westerly, along said curve, an arc distance of 137.46 feet through a central angle of $28^{\circ}07'39''$;
thence South $62^{\circ}53'40''$ West 75.74 feet to a point of tangency with a 130 foot radius circular curve to the left;
thence Southwesterly, along said curve an arc distance of 132.09 feet through a central angle of $58^{\circ}13'06''$;
thence South $04^{\circ}40'34''$ West 257.17 feet to a point of tangency with a 580 foot radius circular curve to the left;

- continued -

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DESCRIPTION (continued):

thence Southerly, along said curve, an arc distance of 41.18 feet through a central angle of $04^{\circ}04'03''$;
thence South $00^{\circ}36'31''$ West 146.90 feet, more or less, to an intersection with the Northerly right-of-way margin of said S.W. Andover Street;
thence South $88^{\circ}58'29''$ East, along said margin, 201.56 feet to the point of beginning

EXCEPT that portion conveyed to the City of Seattle for additional right-of-way along Delridge Way S.W., described as follows:

Beginning at the intersection of the Northerly right-of-way margin of said S.W. Andover Street with the Northwesterly right-of-way margin of said Delridge Way S.W.;
thence North $28^{\circ}20'35''$ East, along said Northwesterly margin, 70.00 feet to the true point of beginning;
thence North $23^{\circ}14'36''$ East 45.00 feet to an intersection with a line parallel with, and 4.00 feet Northwesterly from, the Northwesterly margin of said Delridge Way S.W.;
thence North $28^{\circ}20'35''$ East along said parallel line 50.00 feet;
thence North $30^{\circ}20'11''$ East 115.00 feet to an intersection with said Northwesterly margin;
thence South $28^{\circ}20'35''$ West, along said Northwesterly margin, 209.75 feet to the true point of beginning;

Situate in the City of Seattle, County of King, State of Washington.

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EXHIBIT B

DESCRIPTION:

PARCEL A:

ALL OF BLOCKS 1 AND 2 IN SOUTH HAVEN ADDITION TO WEST SEATTLE, AS PER PLAT RECORDED IN VOLUME 3 OF PLATS, PAGE 17, RECORDS OF KING COUNTY;

TOGETHER WITH THAT PORTION OF 25TH AVENUE SOUTHWEST LYING BETWEEN SAID BLOCKS 1 AND 2 AS VACATED BY CITY OF SEATTLE ORDINANCE NO. 88238 WHICH, UPON VACATION, ATTACHED TO SAID PROPERTY BY OPERATION OF LAW;

EXCEPT THE EAST 10 FEET OF SAID BLOCK 2 AS CONDEMNED FOR 24TH AVENUE SOUTHWEST (ALSO KNOWN AS DELRIDGE WAY SOUTHWEST) IN KING COUNTY SUPERIOR COURT CAUSE NO. 142193 AS PROVIDED BY CITY OF SEATTLE ORDINANCE NO. 39638 AND AMENDED BY CITY OF SEATTLE ORDINANCE NO. 41575;

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

PARCEL B:

THOSE PORTIONS OF WHITE AND MANNING'S ADDITION TO WEST SEATTLE, AS PER PLAT RECORDED IN VOLUME 3 OF PLATS, PAGE 8, RECORDS OF KING COUNTY, DESCRIBED AS FOLLOWS:

LOTS 1 THROUGH 6 AND LOTS 43 THROUGH 48 IN BLOCK 1, LOTS 1 THROUGH 8, LOTS 43 THROUGH 45 AND THE WEST 10 FEET OF LOTS 46 THROUGH 48, ALL IN BLOCK 4;

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

8902150562

RECEIVED THIS DAY

BY THE DIVISION OF
RECORDS & ELECTIONS
KING COUNTY

FEB 15 11 31 AM '89

When recorded return to:

Dieter Struzyna, Esq.
3415 11th Ave. S.W.
Seattle, WA 98134

FILED FOR RECORD AT REQUEST OF
TRANSCAMERON TITLE
INSURANCE COMPANY
370 10th Ave. N.E.

P.O. BOX 1488 89/02/15
Bellevue, WA. 98009 RECD F
CASHSL

10.00

#0560.00

***10.00
55

SPACE ABOVE THIS LINE
FOR RECORDER'S USE

VIEW EASEMENT

THIS EASEMENT (the "View Easement") is granted this 15th day of February, 1989, by SEATTLE STEEL, INC., a Washington corporation ("Grantor"), to TRADEWELL GROUP, INC., a Washington corporation, d/b/a Development Services of America ("Purchaser"), as successor in interest by merger to D&K Services, Inc.

RECITALS

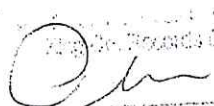
A. Grantor owns the real property located in King County, Washington legally described on Exhibit "A" attached hereto (the "Grantor's Parcel" or the "View Easement Parcel"), and Purchaser owns the real property legally described on Exhibit "B" attached hereto (the "Benefitted Parcel").

B. Grantor wishes to grant to Purchaser and its successors in interest to the Benefitted Parcel and Purchaser wishes to receive an easement over and across Grantor's Parcel for the purposes of preserving a view.

FOR VALUABLE CONSIDERATION, the receipt and sufficiency of which are hereby acknowledged, Grantor and Grantee agree as follows:

1. Grant of Easement. Grantor hereby grants to Purchaser for so long as Purchaser is "owned or controlled" (50% or more) by a parent company which is owned or controlled by Mr. Tom Stewart of Vashon Island, Washington ("Mr. Stewart"), or any other entity which is owned or controlled by Mr. Stewart into which Purchaser transfers the Benefitted Parcel by transfer, consolidation, merger or reorganization (being hereinafter collectively referred to as "Grantee"), a nonexclusive, per-

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By: 
Dieter Struzyna, Esq.

petual view easement appurtenant to and for the benefit of the Benefitted Parcel as follows:

For so long as any Grantee is the owner of the Benefitted Parcel, Grantor and its successors and assigns shall not, and are hereby barred from building or constructing or having built or constructed on the View Easement Parcel any improvement or structure (an "Improvement") which (i) has any portion of its structure greater than 20 feet in width perpendicular to a line running from the easterly most point of the Benefitted Parcel to the easterly most point of the Columbia Center Building, Seattle and (ii) extends more than 57 feet above the City of Seattle datum. Nothing in this View Easement shall be deemed to prohibit the erection of any temporary structures atop an Improvement for use in connection with repair of the Improvement, or to prohibit the use of cranes, towers or other such construction equipment which may be temporarily mounted atop an Improvement to perform repairs or other construction work.

2. Termination. This View Easement, including but not limited to the restrictions set forth in paragraph 1 above, shall automatically terminate and become null and void in the event the Benefitted Parcel is no longer owned by a Grantee. Nothing in this View Easement shall be construed to state that this View Easement, including but not limited to the restrictions set forth in paragraph 1 above, will terminate or be affected in any way by a transfer or other assignment of rights in the Benefitted Parcel among Grantees.

3. Subordination of Interests. All Grantees' rights under this View Easement are subordinate to any mortgage or deed of trust now or hereafter encumbering the view easement parcel and held by a party unrelated to Grantor. Grantee shall, within 25 days after receipt of a written request from Grantor or any successor in interest to Grantor's interest in the Grantor's Parcel or other party with an ownership interest in the Grantor's Parcel (the "Owner"), execute and deliver to Owner a document or documents in form and content acceptable to Owner and/or any mortgagee, lienholder or encumbranceholder unrelated to Owner ("Mortgagee"), containing language sufficient and necessary to confirm the subordination of Grantee's rights under this View Easement to any lien or encumbrance on the View Easement Parcel and/or any Improvement thereon in favor of a Mortgagee. The documents referred to in this paragraph 3 may, at Owner's request, include mortgage documents provided that any such mortgage document explicitly states that Grantee execute it solely for the purpose of subordinating

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their interests derived pursuant to this View Easement, without assuming any liability whatsoever for the payment of the obligation secured thereby. Any such Mortgagee, upon foreclosure or transfer in lieu of foreclosure to the Grantor's Parcel shall be considered to have terminated all of the rights of Grantee under this View Easement.

4. Third-Party Rights. Grantor reserves all other rights with respect to the View Easement Parcel, including without limitation, the right to grant easements, licenses and permits to other subject to the rights granted in this View Easement.

5. Title. The rights granted in this View Easement are subject to all restrictions and reservations of record.

6. Running of Benefits and Burdens. None of the provisions in this View Easement, including the benefits and burdens, run with the land and are binding upon or shall inure to the benefit of any entity other than the Grantee. The burdens of this View Easement shall run to and be binding on the successors in interest of Grantor.

7. Notices. All notices required or permitted hereunder shall be in writing and shall be effective upon personal delivery to Grantor or Grantee or three (3) days after being deposited in the United States mail, registered or certified, return receipt requested, with postage fully prepaid and addressed to the respective parties as follows:

TO GRANTOR: Seattle Steel, Inc.
P. O. Box C-3826
Seattle, WA 98124

TO PURCHASER: Tradewell Group, Inc.
3415 - 11th Avenue S.W.
Seattle, WA 98134

Such addresses may be changed by written notice to the other party hereto.

8. Construction. This document shall be construed according to the laws of the State of Washington.

GRANTOR:

SEATTLE STEEL, INC., a Washington corporation


By Norman June
Its ASSIST SECRETARY

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GRANTEE:

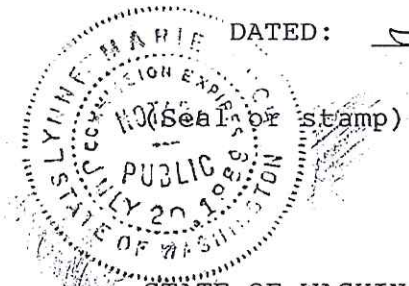
TRADEWELL GROUP, INC., a Washington corporation, d/b/a Development Services of America

BY 
Its CEO

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that Newman Lurie signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Asst. Secretary of Seattle Steel, Inc. to be the free and voluntary act of said corporation for the uses and purposes mentioned in the instrument.

DATED: February 14, 1989.

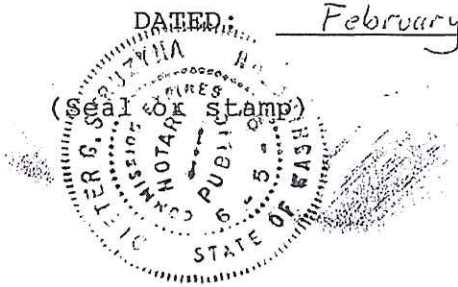


Lynne Marie Fuch
Notary Public in and for the State of Washington, residing at Bellvue
My appointment expires July 20, 1989

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that Thomas J. Stewart signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the CEO of TRADEWELL GROUP, INC. to be the free and voluntary act of said corporation for the uses and purposes mentioned in the instrument.

DATED: February 14, 1989.



Peter H. Arayama
Notary Public in and for the State of Washington, residing at Clyde Hill
My appointment expires 6/5/91

EXHIBIT A

Those portions of Blocks 2 and 3 Faegre's Second Addition to West Seattle, according to the plat recorded in Volume 3 of Plats, page 51, records of King County, Washington, AND of Block 1 Star Addition to West Seattle, according to the plat recorded in Volume 3 of Plats, page 77, records of said County, AND of Block 425 Seattle Tide Lands, in said County, AND of vacated 24th and 25th Avenues S.W., AND of Government Lot 3, all in the northeast quarter of Section 13, Township 24 North, Range 3 East, W.M. in said county, described as follows:

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Beginning at the intersection of the northerly right-of-way margin of S.W. Andover Street with the northwesterly right-of-way margin of Delridge Way S.W. as condemned and acquired by the City of Seattle in Superior Court Cause No. 142193 pursuant to City of Seattle Ordinance No. 39638 as amended by City of Seattle Ordinance No. 41575; thence westerly, along said northerly margin of S.W. Andover Street, to an intersection with the westerly margin of said vacated 25th Avenue S.W.; thence northerly, along said westerly margin and its northerly production, to the southerly margin of S.W. Spokane Street as condemned and acquired by the City of Seattle in King County Superior Court Cause No. 582046, pursuant to City of Seattle Ordinance No. 90850; thence easterly and southeasterly, along said southerly margin and the southerly and southwesterly line of that certain tract of land deeded to the City of Seattle by deed filed under King County recording No. 8110260596, to an intersection with the westerly right-of-way margin of 23rd Avenue S.W. as condemned and acquired under Superior Court Cause No. 70716 pursuant to City of Seattle Ordinance No. 21767; thence southerly, along said westerly margin, to an intersection with the northwesterly right-of-way margin of aforesaid Delridge Way S.W.; thence southwesterly, along said margin, to an intersection with the south line of Lot 6, Block 1, said Star Addition; thence westerly, along said south line, to the southwest corner of said Lot 6; thence southerly, along the northerly production and the west line of Block 1, Gottstein's First Addition to West Seattle, according to the plat recorded in Volume 3 of Plats, page 68, records of said County, to an intersection with the northwesterly margin of aforesaid Delridge Way S.W.; thence southwesterly, along said northwesterly margin and along the northwesterly line of that certain tract conveyed to the City of Seattle for street purposes by deed contained in City of Seattle Lot Boundary Adjustment under Master Use Application No. 8606156 as filed under King County Recording No. 8706020779 to the Point of Beginning of the herein described tract;

EXCEPT that portion of said Government Lot 3, described as follows;

Beginning at a point on the northerly production of the west line of Block 3 of said Faegre's Second Addition which is 140 feet north of the northwest corner of said Block 3; thence east, along a line parallel with the north line of said Block 3, a distance of 81.64 feet, to the TRUE POINT OF BEGINNING; thence North 15.20 feet; thence East 18.36 feet to the west line of said Gottstein's First Addition to West Seattle; thence South, along said west line, 35.00 feet; thence West 18.36 feet; thence North 19.80 feet to the TRUE POINT OF BEGINNING;

ALSO, EXCEPTING THEREFROM, Parcel "A" as shown on aforesaid City of Seattle Lot Boundary Adjustment.

EXHIBIT B

DESCRIPTION:

PARCEL A:

ALL OF BLOCKS 1 AND 2 IN SOUTH HAVEN ADDITION TO WEST SEATTLE, AS PER PLAT RECORDED IN VOLUME 3 OF PLATS, PAGE 17, RECORDS OF KING COUNTY;

TOGETHER WITH THAT PORTION OF 25TH AVENUE SOUTHWEST LYING BETWEEN SAID BLOCKS 1 AND 2 AS VACATED BY CITY OF SEATTLE ORDINANCE NO. 88238 WHICH, UPON VACATION, ATTACHED TO SAID PROPERTY BY OPERATION OF LAW;

EXCEPT THE EAST 10 FEET OF SAID BLOCK 2 AS CONDEMNED FOR 24TH AVENUE SOUTHWEST (ALSO KNOWN AS DELRIDGE WAY SOUTHWEST) IN KING COUNTY SUPERIOR COURT CAUSE NO. 142193 AS PROVIDED BY CITY OF SEATTLE ORDINANCE NO. 39638 AND AMENDED BY CITY OF SEATTLE ORDINANCE NO. 41575;

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

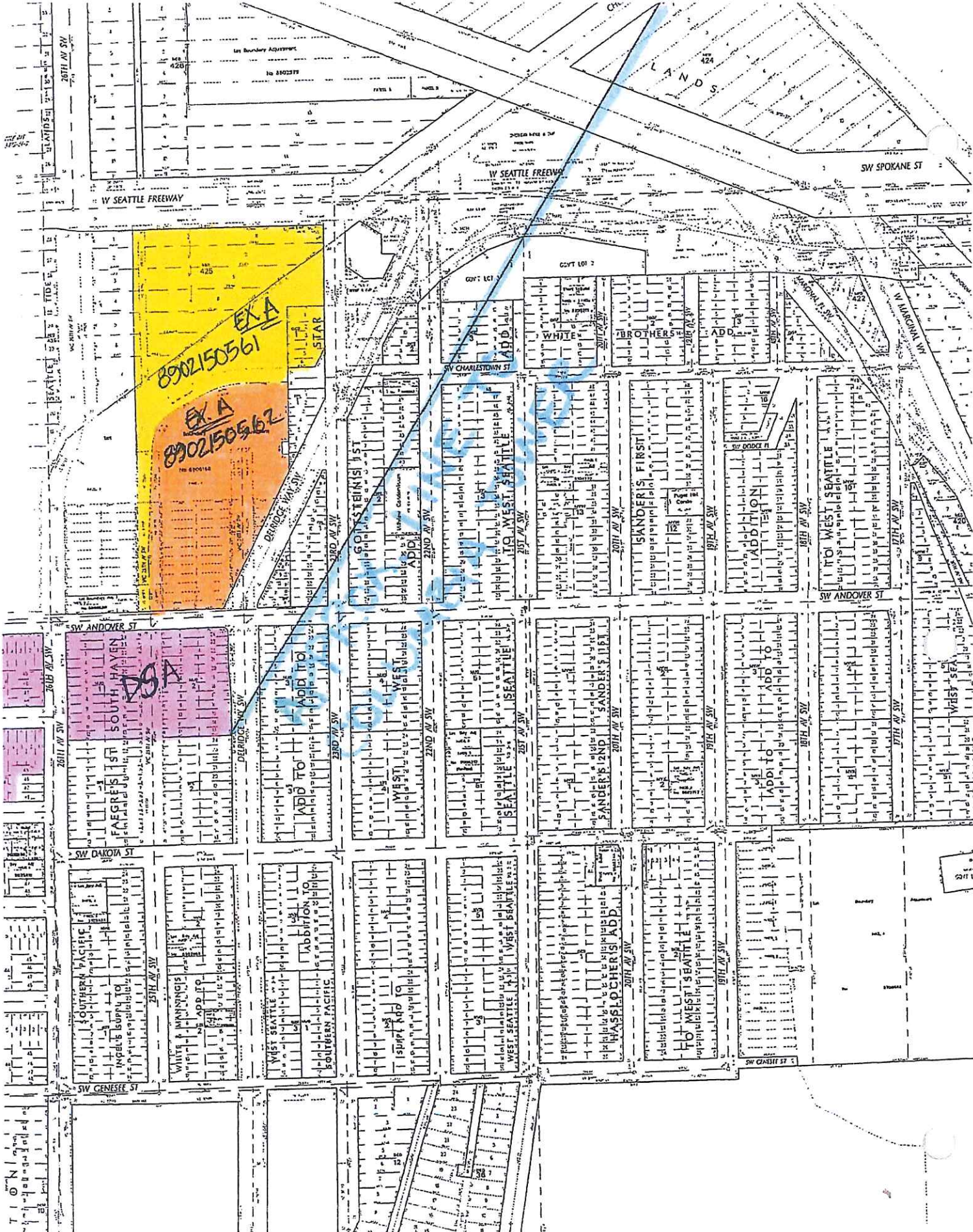
PARCEL B:

THOSE PORTIONS OF WHITE AND MANNING'S ADDITION TO WEST SEATTLE, AS PER PLAT RECORDED IN VOLUME 3 OF PLATS, PAGE 8, RECORDS OF KING COUNTY, DESCRIBED AS FOLLOWS:

LOTS 1 THROUGH 6 AND LOTS 43 THROUGH 48 IN BLOCK 1, LOTS 1 THROUGH 8, LOTS 43 THROUGH 45 AND THE WEST 10 FEET OF LOTS 46 THROUGH 48, ALL IN BLOCK 4;

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

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EX A
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EX A
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SOUTH HAYEN
FAEGRE'S 1ST
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SOUTHERN PACIFIC
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February 23, 2023

Sound Transit Board Members,

I'm writing on behalf of Historic South Downtown, a state-created Community Preservation and Development Authority established to support Chinatown-International District and Pioneer Square mitigate the impacts of large-scale, publicly funded projects like the WSBLE.

First and foremost, thank you for your leadership on the Sound Transit Board. Over the length of the project, HSD and our partners have had the chance to meet with most of the members of the Board. Your diligence and commitment to the WSBLE project is clear.

From the beginning of this process, community members have been united in our consistent call for a station in the Chinatown International District that is *accessible, well-connected and contributes to this community's vitality*. Indeed, these priorities dovetail with the Goals articulated by Sound Transit in its Regional Transit Long Range Plan (Dec. 18, 2014) and in the Purpose and Needs statement articulated in the DEIS released by Sound Transit on January 28, 2022. Specifically, the goals to:

- Provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor...
- Improve regional mobility by increasing connectivity and capacity through Downtown Seattle to meet the projected transit demand
- Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's Regional Transit Long-Range Plan (Sound Transit 2014a)
- Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development and multi-modal integration in a manner that is consistent with local land use plans and policies...

A station on 4th Ave S. has long been a part of the broader vision for residents and businesses in the CID neighborhood. 4th Ave. S. offers the most convenient and efficient regional connectivity for eastside riders, Sounder and ferry commuters. It ties together the CID, Pioneer Square, South Downtown and the Stadium District, and helps create multi-modal integration, promotes economic development in the CID and Pioneer Square, contributing to the vibrancy of these communities.

Based on all the information that has been studied by Sound Transit and reported out publicly, it is clear that a 4th Ave S station delivers the greatest benefit to the community. We ask that you select it as the preferred alternative.

Every option under consideration has the potential for negative impacts in CID during construction. However, 4th Ave. S. is the only option on the table that has been fully studied, and then further refined, based on community input. We have yet to see how the newly proposed north/south option will affect our neighborhoods and – perhaps most importantly – how they will benefit our communities.

We know infrastructure projects of this magnitude are disruptive, and as such, the north/south option does not avoid harm to our community. Quite the opposite. We will still bear the brunt of construction impacts, but without the benefit of a station at the end of it. This short-sighted thinking harms our community more by cutting us off from the rest of the system.

The north/south options suppress ridership and make connections more complicated for people coming into and out of the CID, and for people passing through. A chance to quickly jump off the train to shop in CID businesses is gone. The north/south options eliminate permanently the planned transportation hub at Jackson and 5th Ave S./4th Ave. S. With 4th Ave. S., people in the CID and all riders regionally will have easy access to the bus network, all of the additional rail lines, Washington State Ferries, the Seattle Streetcar, the Sounder and Amtrak. Without this station, that level of connectivity is impossible now and in the future.

We are willing to accept short-term disruption and partner with you to mitigate the impacts in exchange for the long-term, generational benefits that a 4th Ave S. option offers.

Sincerely,

Kathleen Barry Johnson
Executive Director

February 22, 2023

OUR PROPERTIES

GOOD SHEPHERD CENTER
Built: 1906 | Operated by
Historic Seattle since 1975

MUTUAL LIFE BUILDING
Built: 1890-1916 | Operated by
Historic Seattle since 1983

BELMONT/BOYLSTON HOUSES
Built: 1893-1903 | Operated by
Historic Seattle since 1989

PHILLIPS HOUSE
Built: 1902 | Operated by
Historic Seattle since 1992

VICTORIAN ROW
Built: 1891 | Operated by
Historic Seattle since 1993

DEARBORN HOUSE
Historic Seattle Headquarters
Built: 1907 | Operated by
Historic Seattle since 1997

EGAN HOUSE
Built: 1958 | Operated by
Historic Seattle since 1998

CADILLAC HOTEL
Built: 1898 | Operated by
Historic Seattle since 2001

WASHINGTON HALL
Built: 1908 | Operated by
Historic Seattle since 2009

GARDEN HOUSE
Built: 1886 | Operated by
Historic Seattle since 2021

GOOD ARTS BUILDING
Built: 1889 | Operated by
Historic Seattle since 2022

**1117 Minor Avenue
Seattle, WA 98101**

(206) 622-6952
info@historicseattle.org
www.historicseattle.org

Via E-mail

Sound Transit Board of Directors
401 S Jackson St
Seattle, WA 98104

Re: Comments on the WSBLE Project

Dear Members of the Board of Directors:

On behalf of Historic Seattle, I am submitting these comments on the West Seattle Ballard Link Extensions (WSBLE) Project as it relates to impacts to the Chinatown-International District and Pioneer Square.

Established in 1973 as a preservation development authority, Historic Seattle is the only citywide nonprofit dedicated to saving meaningful places to foster lively communities. Our three main program areas are Education, Advocacy, and Preservation. **Historic Seattle supports the WSBLE project and strongly believes that linking more communities to the existing light rail system will be a great public benefit.** However, no transportation system is perfect. No route alternative meets all needs. All route alternatives have pro and cons.

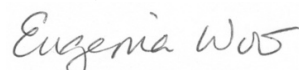
There will be adverse impacts to cultural and historic resources in the Chinatown-International District (CID), particularly if either one of the two 5th Avenue S alternatives is chosen. We do not support the 5th Avenue S alternatives. To be blunt, it's a non-starter. The demolition of buildings in the Seattle Chinatown National Register Historic District and local International Special Review District will forever change the physical character of the CID, displace small businesses and their associated owners and employees, and result in both short-term and long-term economic impacts to the neighborhood. Organizations from the community have commented at length about the many negative impacts to the neighborhood if one of the 5th Avenue S alternatives is chosen as the preferred alternative.

While not ideal either, the 4th Avenue S alternatives would have less adverse impacts in the CID and Pioneer Square. Historic Seattle supports a 4th Avenue S station—this position is supported by many community members in both neighborhoods who have consistently called for a station that is accessible, well-connected, and contributes to community vitality. The 4th Avenue S option is the only one that has been fully studied and refined with community input.

Historic Seattle does not support the North/South options because not enough information exists to responsibly move either forward as the preferred alternative without a supplemental DEIS. It's our understanding that Sound Transit staff will not provide further technical information about the North/South options before the March board meetings. Additionally, from a historic preservation perspective, the North option would demolish the National Register of Historic Places-eligible King County Administration Building (as identified in the field survey for the DEIS for the WSBLE project). We believe it's also eligible for Seattle landmark designation.

Thank you for the opportunity to comment. Please choose 4th Avenue S!

Sincerely,



Eugenia Woo
Director of Preservation Services



February 17, 2023

Sound Transit Board
Sound Transit CEO
401 S. Jackson St.
Seattle, WA 98104

Via Email

Dear Board Chair Constantine, members of the Board, and CEO Timm,

My name is Ben Broesamle and I'm writing today on behalf of Seattle Subway regarding Chinatown International District station planning and selecting "4th Ave Shallower" as the Preferred Alternative.

As we enter the seventh year of ST3 planning, Sound Transit is again at a crossroads and needs to finalize a plan for the Chinatown International District Station (CID). On the positive side, Sound Transit recently presented an option, "4th Ave Shallower," that is worthy of our support. Unfortunately, Sound Transit has also begun to consider concepts for CID that aren't in CID and that don't serve the basic requirements for the station:

1. Create seamless connectivity between the region's various critical transit networks (bus, link, Sounder, Amtrak and Seattle Streetcar) in order to encourage use through customer-centric design
2. Minimize impacts within the CID in a manner that is centered on equity for both construction as well as throughout the duration of the system

Both of these imperatives are equity issues

Some proposals on the table fail the first imperative of seamless connectivity, while also not actually improving performance on the second imperative of equity. Unnecessary additional transfers creates a systemic flaw in the transit system that will lower ridership and damage system reliability, impacting the elderly, people with mobility devices, and low income workers trying and sometimes failing to make connections most. Those who can afford it will just drive

instead of subjecting themselves to a less reliable, jumbled, inconvenient system not built with passengers in mind. Failure to follow industry best practices (interconnected multimodal hubs) doesn't actually achieve the equity goals stated. It simply shifts responsibility for equity impacts from Sound Transit to SDOT because CID bridge structures are 100 years old, and will have to be very heavily retrofitted or removed and replaced entirely as they come to exceed its safe lifespan. Replacing these bridges together with building ST3 requires foresight, and we must bring foresight to bear here.

Rider Experience is an equity issue

Some proposals considered will cause transit riders using Sounder to connect to Ballard, Lower Queen Anne, or SLU to endure a **minimum 3 seat ride**. If they are using a bus for their first and last mile, **it becomes a 5 seat ride**. This is a glaring invitation to **never** take transit. It will be an enduring, 100-year equity issue for all mobility impaired, low income, or historically marginalized communities affected by this failure to adhere to transit best practice.

For the elderly, people with mobility devices, and people with no alternatives, the systemic flaw in this design will become most apparent whenever trains are full. The Mariners have 81 home games; the Kraken have 41; Sounders have 17; UW and the Seahawks have over a dozen combined, leading to many days when the system is at capacity and a transfer means passengers will likely be stuck for unknown periods of time. Some might walk instead, *if they are able*. Inevitably elevators and escalators will go out; proposed stations outside of CID add 3 vertical conveyances to someone's transfer journey at Pioneer Square alone. This invites painful, foreseeable failure that will leave transit riders left holding the bag for our collective unwillingness to follow industry best practice

A functional rapid transit system gives people of all economic standings and with all levels of mobility a way to quickly and safely get to where they need to go. Access to the public amenities, services, and all the live/work/play destinations of our region open up opportunities for anyone who uses the rapid transit system. It is essential that Sound Transit treat users of the system as if their time is precious and that seamless mobility for all is the promise. It's essential that Sound Transit doesn't intentionally add barriers to using the system.

This Board and this agency must also not limit its focus to only light rail in a vacuum, at the expense of other existing and future rail connections at King Street Station. In the context of CID, that means the new station has to be close to the existing CID station, Amtrak, Sounder, and high volume bus transfers on 2nd, 4th, and Jackson Streets to meet that standard. Riders on Sounder from Pierce, South King, and Snohomish shouldn't have to add a second transfer for a short trip or make their way halfway across a neighborhood just to make a hyper-common transfer to SLU, a major employment destination, and beyond. Riders coming from otherwise underserved communities outside of downtown on some of our region's most critical bus routes (e.g. King County Metro Routes 7, 14, 36, 131, 132) will continue to engage with every other component of the regional rail system in the CID at the existing hub.

Moving the station does not save CID from construction: CID Bridge structures must be removed & replaced for safety reasons, regardless.

While the City of Seattle bears responsibility to work hand-in-hand, it is the responsibility of this agency to think broadly about equity and look at all future impacts to the CID community holistically. With this in mind, it is important to note the following infrastructure will need repair and replacement within the timeline of construction or early years of operations of the new light rail lines funded as part of ST3: the 2nd Ave Extension Bridge (1928 construction, poor condition in 2019), South Jackson Street Bridge (1910 & 1987 construction), and the 4th Ave Viaduct (1910 construction).

It does not strike us as wise to eliminate the promise of creating a properly connected regional hub in order to save construction on 4th Avenue, when construction on 4th Avenue will have to be completed regardless of what Sound Transit does. While done with the best intentions, such a move creates **over a century of future equity impacts** to riders on light rail. Creating a non-integrated hub design will mystify and anger riders of all incomes, backgrounds, and home counties for decades. While such a move might be executed in order to achieve an equity outcome, the only real impact is simply that when 4th Avenue is inevitably rebuilt, Sound Transit will be able to keep its name out of it. We don't think abandoning all best practices for an intermodal hub is worth this minor bureaucratic win.

IN SUMMARY: OUR RECOMMENDATION

It is this Board's and this Agency's responsibility to build a regional rail transit hub that is well connected, thoughtful and efficient and will stand the tests of its multiple centuries lifespan, which will see more than 100,000 users pass through this hub daily. This infrastructure will be the front door to our region's densest urban core, it must be built as if we want people to ride transit. Transit must be well connected, and the fastest and most convenient option.

All of the new alternative options presented to this Board outside of CID forsake that responsibility. One aspect of equity often missed in these conversations is that transit riders' travel times must be prioritized. Should the agency build any of alternatives outside of CID, the result will be a catastrophic failure of public planning for which transit riders will pay for with their delay, often tired and wet, trying to navigate a system built with its riders and their time as an afterthought.

Only one option considered by Sound Transit has the potential to meet the goals set by voters for the agency in 2016: 4th Avenue "Shallower".

Though Sound Transit has provided limited information on this option so far, this option is extremely promising for the following reasons:

- A shallower tunnel means easier, faster, access and transfers for riders throughout downtown
- A shallower tunnel in that location meets the promise of a true multi-modal gateway and better activation of Union Station to create the positive and seamless experience on par with New York's Grand Central Terminal.

- Shorter travel times and better experiences will mean higher transit ridership, which is an equity and environmental win
- The shallower tunnel at that location means Sounder/Amtrak riders accessing Ballard, Interbay, SLU and West Seattle will not be subjected to untenable 3-seat to 5-seat rides
- The shallower tunnel forgoing the unnecessary additional transfer also makes the system more resilient; people of all abilities will be able to get to Sounder and Amtrak, even when 1- and 2-line trains are full
- A shallower tunnel could mean a shorter construction timeline
- A shallower tunnel could mean lower costs than previous options; Sound Transit and the City of Seattle, and all levels of government should partner on CID bridge structure replacement costs given the city will someday need to pay for their replacement anyway

Finally, as a region we find ourselves proposing suboptimal transit line integrations due to a history of not completing adequate long range plans. Washington DC is still building a Metro plan they set in motion in the 1960s (for a rail system of similar scale to Seattle's). They aren't subjected to lines being built without an eye to the future, and therefore avoid the added cost and suboptimal outcomes of retrofitting stations or not connecting stations because no one ever planned for what was entirely knowable and foreseeable. For example, why did Sound Transit have had to shut down the transit tunnel and disrupt endless thousands of riders to connect East Link, when we knew in the 1990s that EastLink would be connected in the future, and the connection could have been built when the tunnel was closed for two years in 2007-2009 Sound Transit's legal reasoning preventing sound planning is straight out of a Joseph Heller novel.

Voters approved study of Future System Planning as part of ST3. That planning must not be limited to the existing, paltry Long-Range Plan that has largely been funded through ST3 (meaning we as a region have little vision of what lies ahead, and that's a problem). That process must include updating the Long-Range Plan to incorporate a broad regional vision for expansion to serve massive projected increases in population in locations that ST3 will not serve. Most importantly, as part of ST3, Sound Transit must contemplate the future riders that will come with those expansions beyond ST3 for corridors that are not yet incorporated in the existing Long-Range Plan.

Thank you very much for your consideration and, as always, we look forward to continuing to be your biggest fans.

Best Regards,

Ben Broesamle
COO, Treasurer
[Seattle Subway](#)

CC: Seattle City Council, SDOT Director Spotts, SDOT Deputy Director Stefan, WSBLE email Attachments: Attachment 1 "Summary of Additional information on Bridge Structures in CID in need of Significant Repair and Replacement with a similar time horizon as the WSBLE project"

ATTACHMENT 1

Summary of Additional information on Bridge Structures in CID in need of Significant Repair and Replacement with a similar time horizon as the WSBLE project

With a very heartfelt thank you to System Expansion Committee Chair Balducci and CEO Timm for following up to request more information, specifically regarding the other potential infrastructure construction projects in the Chinatown International District, long-term. We believe if equity is really a priority, as stated, then significant foresight must be utilized by this agency and the City of Seattle (in partnership with all levels of government) to consider all potential future construction projects at once while completing WSBLE, and we're happy to follow up with any board member in more detail regarding this issue.

We don't believe SDOT will be able to provide complete answers regarding the timelines for replacement of the three roadway bridge structures (2nd Ave Ext bridge, S Jackson St bridge, and 4th Ave S Viaduct). SDOT has not had the funding to study repair and replacement completely, nor identified funding for renovation or replacement construction. Thankfully there also have not been immediate and required safety closures, and if the recent West Seattle Bridge issue is any guide, safety closures will be extremely challenging and impactful in the CID. Unfortunately, such closures are distinctly possible with this age of infrastructure and the state of repair **(please see summary table below)**. **Equity requires all parties to work together so that renovation and replacement of these bridge structures will happen at the same time as WSBLE.**

Model for multiple funding sources for holistic infrastructure construction

There is a model for studying road work like this holistically with funding from multiple sources (including State sources), the Ballard-Interbay Regional Transportation System (BIRT): <https://www.seattle.gov/transportation/projects-and-programs/current-projects/ballard-interbay-regional-transportation-system>. One important note: this "BIRT" link does not specifically indicate **the City also received \$25 million** from the state legislature towards "BIRT" design and engineering work, after the initial \$700k report process was complete. While "BIRT" funding doesn't apply to the CID today, it is a great model to emulate in the CID so bridges can be rebuilt concurrently with WSBLE to improve multiple facets of their safety and to withstand the next century or more of use.

Summary of Information Currently Available

We know SDOT would be able to share their various reports, **which we have summarized in the table below:**

1. **City Auditor's** report:
https://www.seattle.gov/documents/Departments/CityAuditor/auditreports/2020_03_SeattleBridges_FinalReport.pdf;
2. The **Roadway Structures** report:
<https://www.seattle.gov/Documents/Departments/SDOT/BridgeStairsProgram/bridges/CPRS%20Annual%20Report%202018.pdf> report ; and

3. The February 2013 "**SDOT Bridge Sufficiency Rating**" report indicating what the sufficiency rating was as of December 2012 (see 2012 ratings and 2013 Report comments below), **which back up our point that previously "fair" sufficiency bridges in December 2012 became poor by 2019.**

ASSET NO.	BRIDGE NAME	FUNDED BY	BRIDGE TYPE	Year Built	2019 Condition Rating	December 2012 Condition Rating	2013 Report Comment
BRG-007	2nd Ave Extension S	SDOT	Vehicle	1928	Poor	70	
BRG-031E	4th Ave S Jack-Airport, East Half	SDOT	Vehicle	1910	Fair	69	
BRG-031W	4th Ave S Jack-Airport, West Half	SDOT	Vehicle	1910	Fair	38.86	Seismic Construction was underway in 2013
BRG-033W	Jackson St, 4th to 5th - W	SDOT	Vehicle	1910	Fair	61.03	
BRG-033E	Jackson St, 4th to 5th	SDOT	Vehicle	1987	Fair	82.4	

Julie Timm
401 S Jackson street
Seattle, WA 98104

InterIm CDA statement of interest in new station locations

Dear CEO Timm, Board Chair Constantine, and other leaders,

Sound Transit is working on a proposal right now that will significantly impact our CID community for 100 years. We were appalled by the way in which both the original 4th and 5th avenue options did not adequately address the displacement pressures in our community that will be generated over time from the new light rail line. Our values lead us to write our DEIS letter with a focus on physical, economic, and cultural displacement, along with other concerns for the health, safety, and well-being of the community members we serve.

Our values are now informing these questions we have about the new North and South CID station options. We see the potential for these new station locations to remove potential damage to the CID compared to the 4th avenue station location. The potential TOD development opportunities could also help push back against displacement pressures in the area. This does not eliminate our overall concern around displacement related to the light rail, but it could help begin to address it. We do not want these options to be eliminated at this moment. We want the North and South options to be studied and improved to a point where the community can meaningfully compare them to the 4th avenue shallow option. Then the agency can learn from the community what its preference is. Our current questions for the overall alignment, 4th avenue Shallow, North of CID Station, and South of CID Station are below.

Overall Questions

1. For the various proposals Sound Transit has recently elevated in the community (4th avenue Shallow, Union Station, North of CID, South of CID), it is noted that the concepts presented are based on past planning studies. Could Sound Transit create a place on its website where the public can follow how these various station location options went from planning study to being proposed as possible viable options for our community?
2. Has Sound Transit been able to establish a radius around the various stations locations that would be affected by the numerous construction effects? If so, how did you come to this conclusion?
3. Transportation construction projects are known for exceeding their construction timeframe. Has this reality been factored into Sound Transits expected closure times? Or should the community assume these times could increase significantly?

4. Can Sound Transit develop a publicly accessible cost diagram which shows how measurements of cost have changed over time from the view of those who care about the CID?
5. Has Sound Transit been able to develop a plan to address escalating costs related to inflation or related to assumptions that have proven to be incorrect?

Our questions about the 4th avenue Shallow are,

- 1.) How would the multiple, two month closures of the Icon be sequenced?
- 2.) Can you describe in more detail the possible LID east of Union Station but to the South of Jackson street?
- 3.) Is there a way for the CID community to work with the City, County, State, Federal government to activate Union Station in this manner without the Sound Transit station directly underneath?

Our questions or comments for the North alignment option are,

1. Where will the Work Release Facility be relocated to? Does the county have a relocation plan for this and the other social services that respect the need for these services but also does not overly burden already burdened and vulnerable communities?
2. Sound Transit or Metro will need to make sure to do well thought out in language outreach in our community if any of the bus routes need to be moved.
3. What traffic impacts does a traffic detour analysis of this station location show?
4. What would the plans from the city, county look like to ensure the park and open space here is healthy and safe for the community?
5. How would you improve public safety around the general area, with a focus on the Pioneer Square station entrance, Morrison Hotel, King County Courthouse, City Hall Park?
6. How many of these station entrances will be realized?
7. How will the multi level station entrance and terrace look and work?
8. We see there could be additional development opportunities at this location. Is that confirmed? If so, we would like to see affordable housing opportunities and open space/public space for the community built at this site.

Our questions or comments for the South alignment are,

1. Can the conflict with the gas line and power line be designed around? Or is it a non-starter?
2. Is there a way to make crossing Dearborn to the station entrance closest to CID more friendly to pedestrians? What does this look like?
3. Can Sound Transit and King County Metro work together to ensure better access to this station location from other parts of the CID? What does this look like?

4. What can be done to ensure construction impacts are reduced for the artists and others at the Inscape Arts building?
5. We are also concerned about the pedestrian experience from the potential southern entrance of the new station to the current Stadium station. Can Sound Transit extend its streetscape and plaza improvements to make the connection to the Stadium station better for pedestrians? Are there other measures that could be taken to improve the pedestrian experience?
6. What are the traffic impacts of this station location?
7. How many station entrances will be realized for this location?
8. We see there could be additional development opportunities at this location. Is that confirmed? If so, we would like to see affordable housing opportunities and open space/public space for the community built at this site.



Mack Real Estate Development LLC
1008 Western Avenue, Suite 201
Seattle, WA 98104
206 876 3784

February 16, 2023

Board Administrator
Sound Transit
401 S. Jackson Street
Seattle, Washington 98104
meetingcomments@soundtransit.org

Re: Denny/ Westlake Station/ SLU

Dear Board Members:

I am writing on behalf of MUI Terry LLC, the owner of the property located at 1001 John Street/124 Terry Avenue N. (TPN 2693100055) to provide comments on the Draft EIS for the WSBLE project. 1001 John Street is the development site for a new 415-unit apartment building with parking and retail uses (the "Project"). A Master Use Permit has been issued to permit development of the Project and building permit applications are ready to issue.

I am writing to express concerns about impacts associated with the development of the Alternate Mix-and-Match location of the Denny/ Westlake Station proposed on Terry Avenue N. The full block open cut construction of the station and its impacts on the Project will include significant street closures on Terry Avenue N directly in front of the only access to 1001 John Street and a public Hillclimb access to be developed adjacent to the Project. These closures will render the residential project inoperable as there is no other access for services, parking, garbage and most certainly the cutoff of utilities which lie in Terry Avenue N. The financial damages to the Project would far exceed anything listed in the Sound Transit alternatives listed in the January 24, 2023 Further studies: Downtown concepts memo. Permanent narrowing of Terry Avenue N at this location, when the service lane of parking is crucial to the long term function of the Project and other properties on this block, clearly shows no real study of impacts to anything on this block has actually been studied at all in the DEIS or the more recent publications.

Terry Avenue N is full of hundreds of long haul fiber cable coming from the H5/ 1000 Denny Building next door – the Sound Transit estimate of \$43 million and one year delay is grossly inaccurate – H5 has testified moving those long haul fiber trunk lines would cost \$300 million and take 10 years to relocate safely without national/ international consequences to the internet. This is not a prudent use of tax payer dollars.

We understand that the Sound Transit Board will be considering the final location of a station in this area. We support the retention of the preferred station location at Westlake and Blanchard, as originally proposed by Sound Transit staff. This preferred station will be \$500 million less expensive than the Denny alternative and we believe that traffic impacts to Westlake Avenue (which are minimal given its been reduced to 2 lanes of traffic) and a simple shortening of the streetcar route can be mitigated with careful planning. The Westlake Avenue station location is also in a superior position, being set in the middle of nearly 10 million sf of office space and hundreds of existing apartment and condo units – a much denser environment than at the alternative Terry location, which is out of sight from the main core of foot traffic.

We appreciate the opportunity to provide these comments.

Sincerely,

A handwritten signature in blue ink, appearing to read "Martha Barkman", is written over a light blue horizontal line.

Martha Barkman
Senior Vice President
Mack Real Estate Development

KWP, Inc.

Board Administrator
Sound Transit

(sent via e-mail)

401 S. Jackson Street
Seattle, Washington 98104
meetingcomments@soundtransit.org

Re: Midtown Station

Dear Board Members:

We are writing on behalf of KWP, Inc., which is the owner of the property located at 201 Terry Avenue N. (TPN 1986200265) (the "Property") to provide comments on the Draft EIS for the WSBLE project. The Property is presently developed with a small office building and a surface parking lot. The Property is zoned SM-SLU 175/85-280, which indicates that a 28-story apartment building is feasible on the Property. Buildings of similar or greater scale have been developed in the immediate vicinity in the last five years.

The Property is held for investment purposes, for redevelopment as a high-density urban project like so many in the neighborhood. The plans for the Denny Station alternative alignment appear to pass beneath a portion of the Property. We are concerned that the relatively shallow depth of the tunnel in this location will seriously compromise future development of the Property.

We understand that the Sound Transit Board will be considering the final location of a station in this area. We support the retention of the preferred station location at Westlake and Blanchard, as originally proposed by Sound Transit staff. This preferred station will be less expensive than the Denny alternative and we believe that traffic impacts to Westlake Avenue can be mitigated with careful planning. The Westlake Avenue station location is also in a superior position, being set in the middle of nearly 10 million s.f. of office space and hundreds of existing apartment and condo units – a much denser environment than at the alternative Denny location.

We appreciate the opportunity to provide these comments.

Sincerely,



Mary Kay McCaw
President

MKM:dts

February 23, 2023

Sound Transit Board of Directors
401 S Jackson St
Seattle, WA 98104

Dear Chair Constantine and Sound Transit Board members,

We represent communities, employers, and destinations within the Midtown Station Area and are writing today to strongly oppose eliminating the Midtown Station from the West Seattle and Ballard Link Light Rail expansion (WSBLE) project.

The Midtown Station was approved by voters in 2016, and our dense residential neighborhoods, employment centers, and healthcare services eagerly await the service it will bring. We need and want this station.

There has been no engagement. We are shocked and disappointed to have learned about this massive alteration to the voter-approved ST3 plan thirdhand. Sound Transit has made zero direct effort to engage our community - no community or stakeholder meetings, no flyers or announcements, not even an email has been sent to us alerting us or asking our opinion. That the Board is one month out from a decision that will have far-reaching, generational consequences, and we've heard nothing directly from Sound Transit staff is unacceptable.

This idea is not reasonable. It simply does not make sense to eliminate a station as high performing as Midtown. Sound Transit's own estimates show that **Midtown is the third-highest projected ridership station in the entire WSBLE alignment**, with 15,500 daily riders projected. Midtown will serve 22,500 residents in 11,200 households and provide a sustainable transportation option to 138,600 jobs. Midtown Station will also provide direct connections from the Madison Street BRT (Rapid Ride G) corridor. The goal of ST3 is to increase access to opportunity and connect the region, and few stations do that as well as Midtown. Our community is built for transit, and our people need, want, and deserve this service.

No more missed opportunities. The Midtown Station walkshed is one of the fastest-growing and opportunity-rich communities in the state - home to high-rise commercial buildings, hotels, government services, medical facilities, educational and cultural institutions, two convention centers, dense residential developments, parks, dining, and retail. We should have had light rail service a decade ago with ST2 and are still trying to catch up for the loss of that service. We had advocated strongly for Midtown on 8th Avenue and were told that was out of line with voters' expectations. We fought for the 6th Avenue alignment and were told that wasn't feasible. And now, the idea that we won't have service on 5th Ave is untenable.

No more unmet promises. There's been marginal mitigation for the loss of the original First Hill Station - an unconnected streetcar and an unfinished, long-overdue bus rapid transit project. Eliminating the Midtown Station doubles down on these historical misses and would cause our

neighborhoods to endure years-long construction of the Rapid Ride G Line that won't even connect to light rail. That's not a result we're willing to accept.

Our ask of you is simple - stick with the plan voters approved and build the Midtown Station where it belongs - Midtown.

Thank you.



Doug Holtom, Executive Director



Riisa Conklin, Executive Director



Ben Broesamle, Chief Operating Officer



Michael Crain, Property Manager

Brookfield
Properties



Eli Lemanski, Director of Construction & Renovations





February 22, 2023

Sound Transit Board of Directors
401 S. Jackson St.
Seattle, WA 98104

RE: WSBLE Denny Station – Concerns with Westlake Avenue Alternative and Support for Terry Avenue Alternative

Dear Chair Constantine and Sound Transit Board of Directors,

I write to reiterate Amazon's strong support of a "mix-and-match" station approach as part of Sound Transit's West Seattle to Ballard Link Extension (WSBLE), and express a preference for a station location on Terry Ave. N., as well as share our strong concerns with a Denny Station alternative on Westlake Ave.

Amazon appreciates the work conducted by Sound Transit and other partner agencies as part of the WSBLE DEIS, as well as the further study of various WSBLE station alternatives as directed by the Board. Indeed, this further study allowed for new information to surface on the cost and construction feasibility of various stations – including the Denny Station – in order to help the Board make an informed decision. However, the Board must fully weigh the impacts of a multi-year closure of Westlake Ave. and the irreparable harm it would cause to the community, nearby businesses and retailers, and residents and workers who commute every day through South Lake Union and the Denny Triangle. To put this in context, the proposed closure of Westlake Ave. would be for a duration longer than the COVID-19 pandemic, from which downtown is still not fully recovered.

While I shared comments with you in April 2022 as part of the Draft EIS comment period, as the Board considers its preferred alternative for its Final EIS, I want to share Amazon's strong preference for a Terry Ave. N. station location, as well as our continued concerns with a Denny station location along Westlake Ave.

Terry Avenue Is the Best Location for a Future Denny Station

Terry Ave. presents the best location for a new Denny Station. Its low traffic counts, lack of through-traffic, and opportunity for redevelopment present the both best short- and long-term opportunities to expand Terry Ave.'s pedestrian environment and public realm.

The Terry Ave. location also provides entrances to more neighborhoods and across more arterials. Unlike the Westlake Ave. location, the Terry Ave. location would have station entrances both north and south of Denny Way – a stated Board priority. A north station entrance on Terry Ave. would connect to the Cascade neighborhood, expanding station access to 10,000 additional residents and 15,000 workers in East SLU, as well as over 400 hotel rooms, 370,000 square feet of retail, and 3.85 million square feet of office space. A north entrance also provides a unique solution to the challenge of a 50-foot grade change between Terry Ave. and Boren Ave. by

providing vertical conveyance through the station to allow for better ADA access in the South Lake Union neighborhood.

Construction on Terry Ave. would be materially less impactful to the health and vitality of South Lake Union and surrounding neighborhoods relative to the Westlake option. Transit service and the transportation network would remain operational and unencumbered during the many years of construction.

A Westlake Avenue Closure Would Cause Irreparable Harm to Downtown

Westlake Ave. is a critical route through South Lake Union and Denny Triangle, connecting Seattle's northern neighborhoods to downtown. Indeed, Seattle has invested heavily in making Westlake a multi-modal route to bring people into and out of Seattle on transit, vehicles, by foot, or by bike. Given the unique geometry of Seattle's street grid, there are no comparable detour routes, and a multi-year closure of Westlake would exacerbate congestion and create a chain reaction across the downtown transportation grid.

Further, closure of Westlake Ave. would halt the operations of the South Lake Union Streetcar, which connects Lake Union to downtown. Amazon invested in the development of the South Lake Union streetcar, contributing more than \$6 million into operating and capital costs of this critical transit connection to serve our employees, visitors, and the community. Pre-pandemic, the SLU Streetcar carried more than 500,000 passengers per year, but closing Westlake Ave. would cease the Streetcar's operations altogether. Instead, Sound Transit should be looking to leverage the SLU Streetcar to provide critical transit routes through Seattle to mitigate the potential economic damages of WSBLE construction – not closing it down.

Westlake Ave. is also a completed street with improved pedestrian space and transit-only lanes. If Westlake Ave. is closed, high-frequency bus routes like Rapid Ride C and Routes 40 and 320 – routes workers across the city rely on to get to and from work – would be rerouted to less-desirable roads without the transit prioritizations (i.e., transit signals, transit-only lanes, etc.) that Westlake Ave. has, which could result in shifting modes to SOV trips – adding more traffic to an already congested network set to be exacerbated by a multi-year Westlake Ave. closure.

A Westlake Avenue Station Would Impact Amazon's Building Operations

In addition to the multi-year closure of Westlake Ave., the multi-year partial closures of 7th Ave., 8th Ave., and Blanchard St. as part of a Westlake Ave. station would have significant impacts to Amazon's building operations in the Denny Triangle neighborhood. The associated closures of 7th Ave., 8th Ave., and Blanchard St. would severely impact access to our parking garages, loading docks, and building entrances of several buildings in the neighborhood, including our Doppler (2021 7th Ave.), re:Invent (2121 8th Ave.), Nitro North (2250 7th Ave.), and Nitro South (2205 8th Ave.) buildings. More than 15,000 employees and vendors are assigned to these buildings, not to mention the thousands of other visitors, tourists, child care customers, and residents of the Mary's Place Family Shelter that come through this portion of the city, and yet to date, Sound Transit has not adequately presented sufficient strategies to ensure that the roadway closures and construction impacts of a Westlake Ave. station are adequately mitigated in the vicinity of these buildings. Indeed, some of Sound Transit's base layer maps still show these blocks as

undeveloped surface parking lots – despite them being redeveloped years ago – underscoring the agency's lack of attention to these sites and associated issues in this neighborhood.

Improve, Don't Undo, the Development of South Lake Union

On behalf of Amazon, I would like to express my sincere thanks to the Sound Transit Board of Directors and staff for your work preparing our region for the next generation of transit service through downtown Seattle. Amazon is proud to be a significant investor and job creator for people of all background and skill levels in the Puget Sound region. We made the conscious decision to build an urban campus in the Seattle's downtown – specifically in South Lake Union and Denny Triangle – to create a connected, urban campus in the heart of the city. We hope Sound Transit makes the right decision to continue this growth and builds upon the connectivity of this neighborhood by siting its Denny Station at Terry Ave., and avoids undoing years of growth that we and many other partners have done to shape South Lake Union and downtown into the economic engine it is today.

We look forward to working together to deliver the West Seattle to Ballard Link Extension. Should staff have any questions or would like to discuss these comments further, please contact Jared Axelrod at jaxelrod@amazon.com.

Sincerely,



John Schoettler
Vice President, Global Real Estate and Facilities

CC:

Julie Timm, CEO, Sound Transit

Bruce Harrell, Mayor of Seattle

Debora Juarez, Council President, Seattle City Council

Elliot Helmbrecht, Seattle Designated Representative to Sound Transit's ST3 Program

February 21, 2023

Sound Transit Board of Directors & Sound Transit CEO Julie Timm
401 S. Jackson St.
Seattle, WA 98104

Submitted via email to emailtheboard@soundtransit.org, meetingcomments@soundtransit.org, and Julie.Timm@soundtransit.org

Re: Approve the Denny Station on Terry Avenue, Oppose Westlake Avenue Closure

To the Sound Transit Board and CEO,

Members of the Denny Triangle and the South Lake Union neighborhoods, together with the Mercer Corridor Stakeholders Group, thank you for your work on the South Lake Union Mix-and-Match. In the spring of 2022, many of us wrote you to express our support for a Denny Station on Terry Avenue, which provides a superior ridership experience for the next 100 years and avoids the deeply harmful closure of Westlake Avenue for 4+ years of station construction. **We write you today to reaffirm our support for the Denny Station on Terry Avenue and reject the need for a multi-year closure of Westlake Avenue.**

The 4+ year closure of Westlake Avenue will cause irreparable harm to downtown and the surrounding neighborhoods.

Sound Transit's "Preferred" location for the Denny Station on Westlake Avenue would close Westlake Avenue for years of construction. In Denny Triangle and South Lake Union, Westlake Avenue is the most important street for pedestrians, transit, and civic life. The importance of Westlake Avenue cannot be overstated:

- Westlake Avenue is at the heart of the neighborhood business district and connects parks and civic spaces, like Lake Union Park, Denny Park, Urban Triangle Park, MOHAI, The Center for Wooden Boats, and the soon-to-be-built Northwest Native Canoe Center. Closing it creates unnecessary impacts, particularly to small and pedestrian-oriented businesses.
- Westlake Avenue is one of the most accessible transportation routes between downtown, SLU, and the I-5 on-ramps at Mercer. There is no comparable detour due to the unique geometry of the street grid in this area. Any Westlake Avenue closure would exacerbate congestion and create a chain reaction across the downtown transportation grid.
- Closure of Westlake Avenue would halt the operations of the South Lake Union Streetcar, which connects Lake Union to downtown and soon further to Pioneer Square and First Hill. Pre-pandemic, the South Lake Union Streetcar carried more than 500,000 passengers per year. An operational streetcar would provide a critical transit route during ST3 construction, mitigating potential economic damage. The closure

would also preclude plans to build the Center City Connector (“the Cultural Connector”), connecting the existing SLU Streetcar to the First Hill Streetcar.

- Westlake Avenue is a finished street with improved pedestrian space and transit-only lanes. If Westlake Avenue is closed, the Seattle streetcar service would be suspended for several years and high-frequency bus routes like Rapid Ride C, Routes 40 and 320 would be rerouted to less-desirable routes. These impacts are detrimental to a neighborhood that depends on transit more than almost any other neighborhood in the city.

Terry Avenue is the preferred station location for the future Denny Station and provides many long-term benefits to riders.

The Terry Avenue station location will provide a better experience for transit riders in a number of ways:

- The Terry Avenue station location provides access to more neighborhoods, across more arterials. Unlike the Westlake Avenue location, the Terry Avenue location would have station entrances both north and south of Denny, and the north entrance would connect to the Cascade neighborhood. A Cascade connection expands station access to 10,000 additional residents and 15,000 employees in East SLU, as well as access to over 400 hotel rooms, 370,000 sf of retail, and 3.85M sf of office space.
- The Terry Avenue station option mitigates a 50 ft grade change between Terry and Boren by providing vertical conveyance through the station and ADA access to the Cascade neighborhood.
- Low traffic counts and lack of through traffic on Terry provide for ample pedestrian spill-out space and an enjoyable and safe pedestrian environment for the station’s 15,000 daily riders. These two blocks of Terry are the only unimproved blocks of the Terry Avenue pedestrian woonerf. Once completed, Terry Avenue will provide a shared street connection from Denny to Valley Street, steps from Lake Union.
- In addition, construction on Terry Avenue would be materially less impactful to the health and vitality of Denny Triangle, SLU, and surrounding neighborhoods relative to the Westlake station option. Transit service and the transportation network would remain operational and unencumbered during construction.

The current Sound Transit analysis does not accurately reflect the cost, time, and risks associated with a Denny Station on Westlake Avenue.

To date, Sound Transit staff have communicated that the closure of Westlake Avenue and the corresponding harm to the neighborhood is necessary due to utilities located under Terry Avenue and have disclosed very little about the challenges regarding construction of a station on Westlake Avenue. The information presented to the Sound Transit Board fails to include the following considerations:

- Westlake Avenue is the location of critical Seattle Public Utilities combined storm/sewer main lines which serve 150 acres of residents and businesses in downtown Seattle. Sound Transit will need to relocate these lines, as well as other utilities that prevent access to the sewer lines, prior to construction of the station box. As such, the Westlake Avenue closure is certain to take more than four years.

- Terry Avenue is the location of critical fiber which, as Sound Transit staff have indicated, must be treated with care. However, Sound Transit has failed consider practical options for keeping the fiber lines in place during construction to avoid unnecessary cost and delay. The critical fiber lines are located such that lines can be secured and protected in place and construction activities can occur around them. Doing so would eliminate at least some of the time delay and additional costs associated with the Terry Avenue alternative.

For the South Lake Union Station, Sound Transit must work with the City of Seattle to adequately evaluate utilities under Harrison and disclose associated construction costs and timeframes.

In addition to concerns about utilities associated with the Denny Station, we urge Sound Transit staff to evaluate and disclose the true nature of the up-front work that will be required for the SLU Station at Harrison. The current information shared by Sound Transit does not include a realistic assessment of the time and costs associated with relocating Seattle City Light infrastructure. Sound Transit should consult the City of Seattle in a meaningful way to ensure that costs and schedule risks are adequately understood and disclosed to the impacted public.

As members of the Denny Triangle and South Lake Union Community, and as people who care about the future of our region and of downtown Seattle, we urge you to advance the Denny Station at Terry and oppose the closure of Westlake Avenue.

Sincerely,



Steve McConnell, FAIA, NCARB, LEED AP
Managing Partner
NBBJ

Cc:

Sound Transit Board of Directors

Sound Transit Board Chair Dow Constantine

Sound Transit System Expansion Committee Chair Claudia Balducci

Seattle Mayor Bruce Harrell

Seattle City Councilmember Debora Juarez

Julie Timm, CEO, Sound Transit

Brooke Belman, Chief of Staff, Sound Transit

Greg Spotts, Director, Seattle Department of Transportation

Andrew Lee, General Manager and CEO, Seattle Public Utilities

Debra Smith, General Manager and CEO, Seattle City Light

February 21, 2023

Sound Transit Board of Directors & Sound Transit CEO Julie Timm
401 S. Jackson St.
Seattle, WA 98104

Submitted via email to emailtheboard@soundtransit.org, meetingcomments@soundtransit.org, and Julie.Timm@soundtransit.org

Re: Approve the Denny Station on Terry Avenue, Oppose Westlake Avenue Closure

To the Sound Transit Board and CEO,

Members of the Denny Triangle and the South Lake Union neighborhoods, together with the Mercer Corridor Stakeholders Group, thank you for your work on the South Lake Union Mix-and-Match. In the spring of 2022, many of us wrote you to express our support for a Denny Station on Terry Avenue, which provides a superior ridership experience for the next 100 years and avoids the deeply harmful closure of Westlake Avenue for 4+ years of station construction. We write you today to reaffirm our support for the Denny Station on Terry Avenue and reject the need for a multi-year closure of Westlake Avenue.

The 4+ year closure of Westlake Avenue will cause irreparable harm to downtown and the surrounding neighborhoods.

Sound Transit's "Preferred" location for the Denny Station on Westlake Avenue would close Westlake Avenue for years of construction. In Denny Triangle and South Lake Union, Westlake Avenue is the most important street for pedestrians, transit, and civic life. The importance of Westlake Avenue cannot be overstated:

- Westlake Avenue is at the heart of the neighborhood business district and connects parks and civic spaces, like Lake Union Park, Denny Park, Urban Triangle Park, MOHAI, The Center for Wooden Boats, and the soon-to-be-built Northwest Native Canoe Center. Closing it creates unnecessary impacts, particularly to small and pedestrian-oriented businesses.
- Westlake Avenue is one of the most accessible transportation routes between downtown, SLU, and the I-5 on-ramps at Mercer. There is no comparable detour due to the unique geometry of the street grid in this area. Any Westlake Avenue closure would exacerbate congestion and create a chain reaction across the downtown transportation grid.
- Closure of Westlake Avenue would halt the operations of the South Lake Union Streetcar, which connects Lake Union to downtown and soon further to Pioneer Square and First Hill. Pre-pandemic, the South Lake Union Streetcar carried more than 500,000 passengers per year. An operational streetcar would provide a critical transit route during ST3 construction, mitigating potential economic damage. The closure

would also preclude plans to build the Center City Connector (“the Cultural Connector”), connecting the existing SLU Streetcar to the First Hill Streetcar.

- Westlake Avenue is a finished street with improved pedestrian space and transit-only lanes. If Westlake Avenue is closed, the Seattle streetcar service would be suspended for several years and high-frequency bus routes like Rapid Ride C, Routes 40 and 320 would be rerouted to less-desirable routes. These impacts are detrimental to a neighborhood that depends on transit more than almost any other neighborhood in the city.

Terry Avenue is the preferred station location for the future Denny Station and provides many long-term benefits to riders.

The Terry Avenue station location will provide a better experience for transit riders in a number of ways:

- The Terry Avenue station location provides access to more neighborhoods, across more arterials. Unlike the Westlake Avenue location, the Terry Avenue location would have station entrances both north and south of Denny, and the north entrance would connect to the Cascade neighborhood. A Cascade connection expands station access to 10,000 additional residents and 15,000 employees in East SLU, as well as access to over 400 hotel rooms, 370,000 sf of retail, and 3.85M sf of office space.
- The Terry Avenue station option mitigates a 50 ft grade change between Terry and Boren by providing vertical conveyance through the station and ADA access to the Cascade neighborhood.
- Low traffic counts and lack of through traffic on Terry provide for ample pedestrian spill-out space and an enjoyable and safe pedestrian environment for the station’s 15,000 daily riders. These two blocks of Terry are the only unimproved blocks of the Terry Avenue pedestrian woonerf. Once completed, Terry Avenue will provide a shared street connection from Denny to Valley Street, steps from Lake Union.
- In addition, construction on Terry Avenue would be materially less impactful to the health and vitality of Denny Triangle, SLU, and surrounding neighborhoods relative to the Westlake station option. Transit service and the transportation network would remain operational and unencumbered during construction.

The current Sound Transit analysis does not accurately reflect the cost, time, and risks associated with a Denny Station on Westlake Avenue.

To date, Sound Transit staff have communicated that the closure of Westlake Avenue and the corresponding harm to the neighborhood is necessary due to utilities located under Terry Avenue and have disclosed very little about the challenges regarding construction of a station on Westlake Avenue. The information presented to the Sound Transit Board fails to include the following considerations:

- Westlake Avenue is the location of critical Seattle Public Utilities combined storm/sewer main lines which serve 150 acres of residents and businesses in downtown Seattle. Sound Transit will need to relocate these lines, as well as other utilities that prevent access to the sewer lines, prior to construction of the station box. As such, the Westlake Avenue closure is certain to take more than four years.

- Terry Avenue is the location of critical fiber which, as Sound Transit staff have indicated, must be treated with care. However, Sound Transit has failed consider practical options for keeping the fiber lines in place during construction to avoid unnecessary cost and delay. The critical fiber lines are located such that lines can be secured and protected in place and construction activities can occur around them. Doing so would eliminate at least some of the time delay and additional costs associated with the Terry Avenue alternative.

For the South Lake Union Station, Sound Transit must work with the City of Seattle to adequately evaluate utilities under Harrison and disclose associated construction costs and timeframes.

In addition to concerns about utilities associated with the Denny Station, we urge Sound Transit staff to evaluate and disclose the true nature of the up-front work that will be required for the SLU Station at Harrison. The current information shared by Sound Transit does not include a realistic assessment of the time and costs associated with relocating Seattle City Light infrastructure. Sound Transit should consult the City of Seattle in a meaningful way to ensure that costs and schedule risks are adequately understood and disclosed to the impacted public.

As members of the Denny Triangle and South Lake Union Community, and as people who care about the future of our region and of downtown Seattle, we urge you to advance the Denny Station at Terry and oppose the closure of Westlake Avenue.

Sincerely,

Cc:

Sound Transit Board of Directors

Sound Transit Board Chair Dow Constantine

Sound Transit System Expansion Committee Chair Claudia Balducci

Seattle Mayor Bruce Harrell

Seattle City Councilmember Debora Juarez

Julie Timm, CEO, Sound Transit

Brooke Belman, Chief of Staff, Sound Transit

Greg Spotts, Director, Seattle Department of Transportation

Andrew Lee, General Manager and CEO, Seattle Public Utilities

Debra Smith, General Manager and CEO, Seattle City Light

February 22, 2023

Sound Transit Board of Directors & Sound Transit CEO Julie Timm
401 S. Jackson St.
Seattle, WA 98104

Submitted via email to emailtheboard@soundtransit.org, meetingcomments@soundtransit.org, and Julie.Timm@soundtransit.org

Re: Approve the Denny Station on Terry Avenue, Oppose Westlake Avenue Closure

To the Sound Transit Board and CEO,

Members of the Denny Triangle and the South Lake Union neighborhoods, together with the Mercer Corridor Stakeholders Group, thank you for your work on the South Lake Union Mix-and-Match. In the spring of 2022, many of us wrote you to express our support for a Denny Station on Terry Avenue, which provides a superior ridership experience for the next 100 years and avoids the deeply harmful closure of Westlake Avenue for 4+ years of station construction. **We write you today to reaffirm our support for the Denny Station on Terry Avenue and reject the need for a multi-year closure of Westlake Avenue.**

The 4+ year closure of Westlake Avenue will cause irreparable harm to downtown and the surrounding neighborhoods.

Sound Transit's "Preferred" location for the Denny Station on Westlake Avenue would close Westlake Avenue for years of construction. In Denny Triangle and South Lake Union, Westlake Avenue is the most important street for pedestrians, transit, and civic life. The importance of Westlake Avenue cannot be overstated:

- Westlake Avenue is at the heart of the neighborhood business district and connects parks and civic spaces, like Lake Union Park, Denny Park, Urban Triangle Park, MOHAI, The Center for Wooden Boats, and the soon-to-be-built Northwest Native Canoe Center. Closing it creates unnecessary impacts, particularly to small and pedestrian-oriented businesses.
- Westlake Avenue is one of the most accessible transportation routes between downtown, SLU, and the I-5 on-ramps at Mercer. There is no comparable detour due to the unique geometry of the street grid in this area. Any Westlake Avenue closure would exacerbate congestion and create a chain reaction across the downtown transportation grid.
- Closure of Westlake Avenue would halt the operations of the South Lake Union Streetcar, which connects Lake Union to downtown and soon further to Pioneer Square and First Hill. Pre-pandemic, the South Lake Union Streetcar carried more than 500,000 passengers per year. An operational streetcar would provide a critical transit route during ST3 construction, mitigating potential economic damage. The closure

would also preclude plans to build the Center City Connector (“the Cultural Connector”), connecting the existing SLU Streetcar to the First Hill Streetcar.

- Westlake Avenue is a finished street with improved pedestrian space and transit-only lanes. If Westlake Avenue is closed, the Seattle streetcar service would be suspended for several years and high-frequency bus routes like Rapid Ride C, Routes 40 and 320 would be rerouted to less-desirable routes. These impacts are detrimental to a neighborhood that depends on transit more than almost any other neighborhood in the city.

Terry Avenue is the preferred station location for the future Denny Station and provides many long-term benefits to riders.

The Terry Avenue station location will provide a better experience for transit riders in a number of ways:

- The Terry Avenue station location provides access to more neighborhoods, across more arterials. Unlike the Westlake Avenue location, the Terry Avenue location would have station entrances both north and south of Denny, and the north entrance would connect to the Cascade neighborhood. A Cascade connection expands station access to 10,000 additional residents and 15,000 employees in East SLU, as well as access to over 400 hotel rooms, 370,000 sf of retail, and 3.85M sf of office space.
- The Terry Avenue station option mitigates a 50 ft grade change between Terry and Boren by providing vertical conveyance through the station and ADA access to the Cascade neighborhood.
- Low traffic counts and lack of through traffic on Terry provide for ample pedestrian spill-out space and an enjoyable and safe pedestrian environment for the station’s 15,000 daily riders. These two blocks of Terry are the only unimproved blocks of the Terry Avenue pedestrian woonerf. Once completed, Terry Avenue will provide a shared street connection from Denny to Valley Street, steps from Lake Union.
- In addition, construction on Terry Avenue would be materially less impactful to the health and vitality of Denny Triangle, SLU, and surrounding neighborhoods relative to the Westlake station option. Transit service and the transportation network would remain operational and unencumbered during construction.

The current Sound Transit analysis does not accurately reflect the cost, time, and risks associated with a Denny Station on Westlake Avenue.

To date, Sound Transit staff have communicated that the closure of Westlake Avenue and the corresponding harm to the neighborhood is necessary due to utilities located under Terry Avenue and have disclosed very little about the challenges regarding construction of a station on Westlake Avenue. The information presented to the Sound Transit Board fails to include the following considerations:

- Westlake Avenue is the location of critical Seattle Public Utilities combined storm/sewer main lines which serve 150 acres of residents and businesses in downtown Seattle. Sound Transit will need to relocate these lines, as well as other utilities that prevent access to the sewer lines, prior to construction of the station box. As such, the Westlake Avenue closure is certain to take more than four years.

- Terry Avenue is the location of critical fiber which, as Sound Transit staff have indicated, must be treated with care. However, Sound Transit has failed to consider practical options for keeping the fiber lines in place during construction to avoid unnecessary cost and delay. The critical fiber lines are located such that lines can be secured and protected in place and construction activities can occur around them. Doing so would eliminate at least some of the time delay and additional costs associated with the Terry Avenue alternative.

For the South Lake Union Station, Sound Transit must work with the City of Seattle to adequately evaluate utilities under Harrison and disclose associated construction costs and timeframes.

In addition to concerns about utilities associated with the Denny Station, we urge Sound Transit staff to evaluate and disclose the true nature of the up-front work that will be required for the SLU Station at Harrison. The current information shared by Sound Transit does not include a realistic assessment of the time and costs associated with relocating Seattle City Light infrastructure. Sound Transit should consult the City of Seattle in a meaningful way to ensure that costs and schedule risks are adequately understood and disclosed to the impacted public.

For the GID projects, the impacts of the Westlake Avenue Station are serious and adverse.

GID owns two projects directly across Westlake Avenue from the proposed station: Cirrus and Stratus. Together these projects are homes to more than 1,000 residents. As part of the development of these projects, GID also performed the groundwork for the new Triangle Park on Westlake, operated by Seattle's Department of Parks & Recreation.

The impacts of a Westlake Avenue Station to the GID projects will be enormous:

- The several-year closure of Westlake Avenue will significantly reduce the accessibility of the GID projects to both vehicles and pedestrians.
- In addition, the planned closure of 9th Avenue will directly affect the front door of the Stratus project and all loading and vehicle access for the project.
- Proposed construction staging and activities on the Triangle Park site and the property just north of Stratus will create years of noise, dust, congestion, and irritation to all project residents.
- In effect, our projects will be completely surrounded by Sound Transit construction activities for several years. The adverse impacts on the livability of residents and the financial performance of the projects will be substantial.

These impacts to our projects and their residents have not been evaluated by Sound Transit. But they can be avoided by commitment to the Terry Avenue Station.

As members of the Denny Triangle and South Lake Union Community, and as people who care about the future of our region and of downtown Seattle, we urge you to advance the Denny Station at Terry and oppose the closure of Westlake Avenue.

Sincerely,

Elton Lee

Stratus Apartments

Ninth and Lenora LLC, a

Delaware limited liability company

By:  _____

Name: Elton Lee

Title: Vice President

Cirrus Apartments

Windsor Advisers 2030 Eighth Avenue LLC,

A Delaware limited liability company

By:  _____

Name: Elton Lee

Title: Vice President

Cc:

Sound Transit Board of Directors

Sound Transit Board Chair Dow Constantine

Sound Transit System Expansion Committee Chair Claudia Balducci

Seattle Mayor Bruce Harrell

Seattle City Councilmember Debora Juarez

Julie Timm, CEO, Sound Transit

Brooke Belman, Chief of Staff, Sound Transit

Greg Spotts, Director, Seattle Department of Transportation

Andrew Lee, General Manager and CEO, Seattle Public Utilities

Debra Smith, General Manager and CEO, Seattle City Light

Elliot Helmbrecht, Transportation Policy Advisor, City of Seattle

Ariel Taylor, Government and Community Relations Manager, Sound Transit

Alexis Lair, Senior Community Engagement Specialist for Central Corridor, Sound Transit

February 22, 2023

Sound Transit Board of Directors & Sound Transit CEO Julie Timm
401 S. Jackson St.
Seattle, WA 98104

Submitted via email to emailtheboard@soundtransit.org, meetingcomments@soundtransit.org, and Julie.Timm@soundtransit.org

Re: Approve the Denny Station on Terry Avenue North, Oppose Westlake Avenue Closure

To the Sound Transit Board and CEO,

Members of the Denny Triangle and the South Lake Union neighborhoods, together with the Mercer Corridor Stakeholders Group, thank you for your work on the South Lake Union Mix-and-Match. In the spring of 2022, many of us wrote you to express our support for a Denny Station on Terry Avenue North as part of the Mix-and-Match plan, which would provide a superior ridership experience for the next 100 years and avoid the deeply harmful closure of Westlake Avenue for 4+ years of station construction. We write you today to reaffirm our support for the Denny Station on Terry Avenue North and reject the need for a multi-year closure of Westlake Avenue.

The 4+ year closure of Westlake Avenue will cause irreparable harm to downtown and the surrounding neighborhoods.

Sound Transit's "Preferred" location for the Denny Station on Westlake would close Westlake for years of construction. In Denny Triangle and South Lake Union, Westlake is the most important street for pedestrians, transit, and civic life. The importance of Westlake cannot be overstated:

- Westlake is at the heart of the neighborhood business district and connects parks and civic spaces, like Lake Union Park, Denny Park, Urban Triangle Park, MOHAI, The Center for Wooden Boats, and the soon-to-be-built Northwest Native Canoe Center. Closing it creates unnecessary impacts, particularly to small and pedestrian-oriented businesses.
- Westlake is one of the most accessible transportation routes between downtown, South Lake Union, and the I-5 on-ramps at Mercer. There is no comparable detour due to the unique geometry of the street grid in this area. Any Westlake closure would exacerbate congestion and create a chain reaction across the downtown transportation grid.
- Closure of Westlake would halt the operations of the South Lake Union Streetcar, which connects Lake Union to downtown and soon further to Pioneer Square and First Hill. Pre-pandemic, the South Lake Union Streetcar carried more than 500,000 passengers per year. An operational streetcar would provide a critical transit route during ST3 construction, mitigating potential economic damage. The closure would also preclude plans to build the Center City Connector ("the Cultural Connector"), connecting the existing South Lake Union Streetcar to the First Hill Streetcar.

- Westlake is a finished street with improved pedestrian space and transit-only lanes. If Westlake were closed, the Seattle streetcar service would be suspended for several years and high-frequency bus lines like Rapid Ride C, 40, and 320 would be redirected to less-desirable routes. These impacts are detrimental to a neighborhood that depends on transit more than almost any other neighborhood in the city.

Terry Avenue North is the preferred station location for the future Denny Station and provides many long-term benefits to riders.

The Terry station location will provide a better experience for transit riders in a number of ways:

- The Terry station location provides access to more neighborhoods, across more arterials. Unlike the Westlake location, the Terry location would have station entrances both north and south of Denny, and the north entrance would connect to the Cascade neighborhood. A Cascade connection expands station access to 10,000 additional residents and 15,000 employees in East South Lake Union, as well as access to over 400 hotel rooms, 370,000 sf of retail, and 3.85M sf of office space.
- The Terry station option mitigates a 50 ft grade change between Terry and Boren by providing vertical conveyance through the station and ADA access to the Cascade neighborhood.
- Low traffic counts and lack of through traffic on Terry provide for ample pedestrian spill-out space and an enjoyable and safe pedestrian environment for the station's 15,000 daily riders. These two blocks of Terry are the only unimproved blocks of the Terry pedestrian woonerf. Once complete, Terry will provide a shared street connection from Denny to Valley, steps from Lake Union.
- In addition, construction on Terry would be materially less impactful to the health and vitality of Denny Triangle, South Lake Union, and surrounding neighborhoods relative to the Westlake station option. Transit service, and the transportation network, would remain operational and unencumbered during construction.

The current Sound Transit analysis does not accurately reflect the cost, time, and risks associated with a Denny Station on Westlake Avenue.

To date, Sound Transit staff have communicated that the closure of Westlake and the corresponding harm to the neighborhood is necessary due to utilities located under Terry and have disclosed very little about the challenges regarding construction of a station on Westlake. The information presented to the Sound Transit Board fails to include the following considerations:

- Westlake is the location of critical Seattle Public Utilities' combined storm/sewer main lines which serve 150 acres of residents and businesses in downtown Seattle. Sound Transit will need to relocate these lines, as well as other utilities that prevent access to the sewer lines, prior to construction of the station box. As such, the Westlake closure is certain to take more than four years.
- Terry is the location of critical fiber which, as Sound Transit staff have indicated, must be treated with care. However, Sound Transit has failed to consider the practical option of keeping the fiber lines in place during construction to avoid unnecessary cost and delay. The critical fiber lines are located such that lines can be secured and

protected in place, and construction activities can occur around them. Doing so would eliminate at least some of the time delay and additional costs associated with the Terry alternative.

For the South Lake Union Station, Sound Transit must work with the City of Seattle to adequately evaluate utilities under Harrison Street and disclose associated construction costs and timeframes.

In addition to concerns about utilities associated with the Denny Station, we urge Sound Transit staff to evaluate and disclose the true nature of the upfront work that will be required for the South Lake Union Station at Harrison. The current information shared by Sound Transit does not include a realistic assessment of the time and costs associated with relocating Seattle City Light infrastructure. Sound Transit should consult the City of Seattle in a meaningful way to ensure that costs and schedule risks are understood and disclosed to the impacted public.

As members of the Denny Triangle and South Lake Union community, and as people who care about the future of our region and of downtown Seattle, we urge you to advance the Denny Station at Terry and oppose the closure of Westlake.

Sincerely,

Corporate Entities:

Allen Institute	Chris Beaudoin	Chief Operating Officer
Amazon	John Schoettler	Vice President, Global Real Estate & Facilities
American Realty Advisors	Stanley L. Lezman	Chairman & Chief Executive Officer
Argosy Cruises	Cary Clark	Partner- Owner
BOMA Seattle King County	Rod Kauffman	President
Civic Hotel	Neha Nariya	Co-Founder
Clise Properties	David Cuthill	President & CEO
Commute Seattle	Kirk Hovenkotter	Executive Director
Denny Neighborhood Triangle Assoc.	Howard Anderson	Chair
El Corazon/Funhouse	Dana Sims	President
Glazer's Camera	Rebecca Kaplan & Ari Lackman	Co-owners
Kidder Mathews	Jim Lovsted, CPM	Sr. VP, Asset Services
Kilroy Realty Corporation	John B. Gillespie	Senior Vice President, Construction Services
NBBJ	Ross Leventhal	Principal
North Seattle Industrial Association	Eugene Wasserman	President
PEMCO Insurance	Stan McNaughton	President and CEO
Pho Bac	Yen Vy Pham	Owner
Rachel's Ginger Beer	Rachel Marshall	Owner
Seattle Center Foundation	Jane Zalutsky	Executive Director
Skotdal Real Estate	Craig Skotdal	President Multi-Family + Retail Properties
South Lake Union Chamber of Commerce	Allison Leep	Board President
South Lake Union Community Council	Executive Committee	
Stowell Restaurants	Owner	Ethan Stowell
The Westin Seattle	Paul Evasick	General Manager
Thrive Communities	Rose Blankers	CEO/President
Umpqua Bank	Jim Dockstader	Senior VP, Relationship Manager, CRE
Umpqua Bank	Kathleen Brown Sanders	Senior VP, Relationship Manager, CRE
Union Church Seattle	Renée Notkin	Community Connection Pastor
Vulcan LLC	Ada Healey	Chief Real Estate Officer

Residential Entities:

Mirabella Seattle

Pat Aiken
Alice Arrington
Eunice Askov
Warren Askov
Rich Bebee
Ruth Benfield
Linda Berkman
Jane Blackwell
Carolyn Blount
Walter Bodle
Lois Braden
Phil Braden
Norman Brown
Barbara Brown
Carolyn Burton
Charlotte Bushue
Henry Butler
Richard Campbell
Marilyn Campbell
Seeley Chandler
Miriam Charney
Brendan Coleman
Karen Covington
Jared Curtis
Makiko Doi
Don Ferrell
Carolyn Ferrell
Richard Fike
Shirley Fike
Patricia M. Fiore
John V. Fiore, Jr.
Sylvia Fisher
Charles Fitzgerald
Patricia Gaillard
Arnold Gaillard
Sally Hahn
Michael Hahn
Jean Hall

Lawrence Hallgrimson
Cynthia Hallgrimson
Darlene Halverson
Patricia Harris
Susan W. Herring
BettyHeycke Heycke
Dieter Heycke
Jackline Hill
Elston Hill
Henry (Tim) Hill
Jackline Hill
Margo Hill
Julie Holland
Jim Holland
Diane Holmes
Lynne Iglitzen
Matt Jamin
Chris Jamin
Mary Jossem
Janice Kaplan-Klein
Diane King
Leslie Klein
Patricia Kushmerick
Ellin Larimer
Ann LeVeque
Peggy Lewis
Charlotte Lindsey
Glenda Maledy
Tom McArthur
Darlene McTaggart
Paul McTaggart
Joanne Mearls
Charlotte H. Merritt
Louise Miller
Stafford Miller
Christine Moss
Lois North
Martha Oman

Robert Parker
John Pehrson
Jo Pope
Chuck Pope
Neal Porter
Barbara Porter
Sandra Rensvold
Virginia Ridgway
David Ridgway
Mary K. Rogers
Clairann Schickler
Virginia Sharp
Natalie Siegle
Jade Simonson
Chris Simonson
Karen Smith
Dean Temple
Gail Temple
Gillian Thompson
Frederic Wan
Julia Wan
William M. Waring
Judith N. Waring
David Webber
Susan Webber
John C. Wertz
Ramonda S. Wertz

2200 Westlake

James Goldberg
James Mahan

ENSO Condominium

John Deery-Schmitt
Deanna Deery-Schmitt
Sharon Faith
Tom Michael
Vicki Michael

Cc:

Sound Transit Board of Directors

Sound Transit Board Chair Dow Constantine

Sound Transit System Expansion Committee Chair Claudia Balducci

Seattle Mayor Bruce Harrell

Seattle City Councilmember Debora Juarez

Elliot Helmbrecht, City of Seattle, ST3 Designated Representative

Julie Timm, CEO, Sound Transit

Brooke Belman, Chief of Staff, Sound Transit

Greg Spotts, Director, Seattle Department of Transportation

Andrew Lee, General Manager and CEO, Seattle Public Utilities

Debra Smith, General Manager and CEO, Seattle City Light

Dear Sound Transit Board,

I am writing on behalf of Kilroy Realty Corporation (“Kilroy”) with regard to Sound Transit staff presenting you with their recommended location of the future “Denny Station” location. Unfortunately, their “preferred” station at Denny Way and Westlake Avenue would require closing Westlake for a minimum of four years (plus time to relocate all utilities) and several adjacent streets would be closed. Westlake is a critical corridor for Downtown, South Lake Union (SLU), and Denny Triangle, and serves as the retail/transit hub for the vibrant SLU neighborhood. For these reasons, we urge that you request Sound Transit to pursue a station location that avoids irreparable harm to SLU and surrounding neighborhoods. An alternative station location on Terry Avenue North avoids these harmful impacts and offers a superior station design for riders.

Kilroy is the owner of multiple properties that would be adversely impacted by a years-long closure of Westlake, including:

- 333 Dexter comprising the block bound by Dexter, Thomas, Aurora, and Harrison (“Dexter”);
- SIXO Lloyd at 1818 6th Ave, The SIXO at 1815 6th Ave, and SIXO Living at 621 Stewart St (collectively “SIXO”);
- 401 Terry at Harrison and Terry (“401 Terry”);
- 2001 Eighth Ave (“West 8th”);
- 320 Westlake Ave N and 321 Terry Ave N (collectively “Westlake Terry”).

With respect to Kilroy’s various properties, our specific concerns are:

- Dexter: Street closures; noise; vibration; construction impacts and loss of access on only garage and loading primary garage access.
- SIXO: Below grade construction affecting development; potential taking of the site; traffic congestion; street closures; noise; vibration; construction impacts.
- 401 Terry: Below grade construction affecting development; traffic congestion; street closures; noise; vibration; construction impacts.
- West 8th: Street closures; noise; vibration; construction impacts, below grade construction affecting development.
- Westlake Terry: Below grade construction affecting development; street closures; noise; vibration; construction impacts.

Westlake is the most important street through SLU and Denny Triangle, connecting Downtown to Lake Union through the heart of the neighborhood business district. Closing it creates unnecessary damage to small businesses and civic spaces. Westlake is also one of the most accessible transportation routes between SLU, Downtown, and the I-5 on ramps at Mercer. There are no comparable detours due to the unique geometry of the street grid in this area. Any Westlake closure would exacerbate congestion and create a chain reaction across the downtown transportation grid.

Closure of Westlake would halt the operations of the SLU Streetcar, which connects Lake Union to downtown, and soon to Pioneer Square and First Hill. An operational streetcar would provide a critical

transit route during ST3 construction, mitigating potential economic damage. Moreover, Westlake is a completed street with improved pedestrian space and transit-only lanes. If closed, high-frequency bus routes like Rapid Ride C, Routes 40 and 320 would be rerouted to less-desirable routes.

SLU is unique in that more employees in this neighborhood take transit to work than almost any other neighborhood in the region. Over 67% of SLU employees arrive at work via transit. Many of these trips depend on Westlake. It is also the location of critical infrastructure and sewer mains. Infrastructure replacement requires additional time, cost, and risk that is not adequately accounted for in Sound Transit's stated four-plus year closure, setting up long delays and budget overruns that will further harm the area.

The Terry station location provides entrances to more neighborhoods and across more arterials. Unlike the Westlake location, a station on Terry would have entrances both north and south of Denny, and the north entrance would connect to the Cascade neighborhood. A Cascade connection expands station access to 10,000 additional residents and 15,000 employees in East SLU, as well as access to over 400 hotel rooms, 370,000 sf of retail, and 3.85M sf of office space.

Terry's low traffic counts and lack of through traffic present the opportunity to expand the Terry pedestrian woonerf. The shared street also allows adequate spill-out space for the station's projected 15,000 daily riders. Moreover, construction on Terry would be materially less impactful to the health and vitality of SLU and surrounding neighborhoods relative to the Westlake option. Transit service and the transportation network would remain operational and unencumbered during years of construction.

To date, Sound Transit's work to develop specific construction plans and guidelines has not put all the facts on the table before asking the Board to make a final decision, as required by SEPA. It should therefore fully complete its analysis of the impact on traffic, greenhouse gas emissions, mitigations for construction impacts, anticipated cost and schedule risks, and station alternatives. Decisions about street closures, construction methodology, and station locations should not be finalized before SEPA review.

We request Sound Transit to avoid irreparable damage to transit, pedestrian movement, commercial services, and access to properties – all of which are a forgone conclusion with the proposed station at Denny and Westlake. We appreciate your consideration of our request, and we look forward to continued collaboration between Kilroy, Sound Transit, and the City of Seattle to ensure a smooth and effective process going forward.

Sincerely,

Reza Marashi
Director, Government Affairs
Kilroy Realty Corporation



February 23, 2023

King County Executive Dow Constantine
Chair, Sound Transit Board
Via Email

Dear Chair Constantine:

On behalf of the Seattle Center Foundation and the Resident Organizations which call Seattle Center home, we are writing to restate our commitment to working with Sound Transit on the many issues involved in selecting the Seattle Center/Uptown station location and tunnel track alignment. While we sincerely appreciate the communications with Sound Transit staff and many Board members, we continue to feel frustrated with the absence of critical information so close to a vote by the Board.

The Seattle Center Foundation and Resident Organizations are enthusiastic supporters of welcoming Link Light Rail to Seattle Center. We are firmly convinced that workable alignment options exist that would protect the ongoing operations of Seattle Center and its arts, education, sports, and cultural organizations. Many of these organizations are still working through pandemic impacts and remain quite vulnerable.

The Resident Organizations of Seattle Center remain firmly united in our opposition to the WSBLE DT-1 (Republican Street) station location. This option creates existential risks to a significant number of organizations which together help attract more than 12 million visitors to Seattle Center each year. It also poses serious risks to the structural integrity of buildings, particularly the historic Northwest Rooms, and negatively impacts views and access on campus, as we addressed in our DEIS response.

It is imperative that whichever station location is selected, Sound Transit must, to the fullest extent possible, avoid all impacts to the campus and its organizations and, where this is not possible, provide robust mitigation to minimize or eliminate the impacts on Seattle Center and its organizations. This includes noise and vibration mitigation during construction and operations, and traffic and access measures that help prevent any further erosion of audiences and visitors.

We also believe that by preserving all the operations, organizations and events at Seattle Center throughout construction, this station will ultimately experience some of the highest ridership numbers year-around of any station in the system. We have attached a recent study that documents the current economic impact of Seattle Center organizations on our regional economy for your reference.

Given the number of unanswered questions regarding the current two options – Mercer Mix & Match and Republican Shifted (West on Republican) – the Resident Organizations ask Sound Transit to provide:

- Real and substantive answers about the impact of each of these project options on the ability of Resident Organizations to operate during and after construction, along with identifying areas where mitigation will be required and what form it will take. For example, we need meaningful information about the real property impacts, including both temporary construction and permanent easements, staging areas and rights of way required for this project, property acquisitions, and TOD opportunities.

We also need real information about the noise and vibration impacts from the planned tunnel track alignment of the Republican Shifted station under the Northwest Rooms and closer to Climate Pledge Arena;

- Accumulative effects of constrained access from all directions to better understand what mitigation is needed to assure that the public has easy access during construction to continue supporting the Resident Organizations during construction. Currently road closures are shown only on a station-by-station basis;
- Ridership modeling that includes event surges from Campus activities including Climate Pledge Arena and other campus events, not just peak commuter trips;
- Effective mitigation to eliminate or, at a minimum, substantially reduce the impacts on Seattle Center and its organizations to threshold levels that ensure the organizations will be able to operate throughout the duration of construction and once the system is operational. This includes noise and vibration during construction and operations, as well as traffic and access;
- The best possible solution which may not be today's lowest cost option or known until better comparison data is available; and
- True transparency to build trust and confidence in the information shared by Sound Transit.

Expanding light rail in our region is critical, and our organizations are committed to welcoming a great, new transit choice for those who work at and visit the diverse attractions of Seattle Center and the surrounding neighborhood. With better information, meaningful answers, real transparency, and effective mitigation, we are confident solutions can be reached that work for Sound Transit and the Seattle Center community.

Chair Constantine, we look forward to continuing to work with you and your colleagues to achieve these critical goals. We appreciate your genuine concern about Seattle Center and its organizations.

Best,

Jane Zalutsky

Jane Zalutsky
Executive Director
Seattle Center Foundation

Cc: Mayor Bruce Harrell
Seattle City Council President Debora Juarez
King County Council Member Joe McDermott
Elliott Helmbrecht, City of Seattle
Marshall Foster, Interim Director Seattle Center
Don Marcy, Cairncross & Hemplemann

Cairncross & Hempelmann

ARTS & CULTURE AND RETAIL SECTOR ST3 IMPACT ANALYSIS



February 2023

Submitted by:



Submitted to:





High Peak Strategy LLC

Spencer Cohen, PhD
Principal and Founder
9604 8th Ave NE
Seattle, WA 98115

www.highpeakstrategy.com

EXECUTIVE SUMMARY

The proposed ST3 station at or adjacent to Seattle Center will help enhance access to the campus and its many nonprofit organizations and events for a wide diversity of communities, ease commuting costs for arts & culture sector workers, mitigate traffic, and reduce greenhouse gas emissions. Resident organizations at Seattle Center are in unanimous agreement about the need for more light rail connectivity. However, the current ST3 station construction plan would create significant economic harm for resident nonprofit organizations, which may undermine the very goals of the transit project.

This study provides a detailed assessment of these potential economic impacts and costs. Findings will help to inform technical discussions on mitigation measures.

The Arts & Culture Sector is Fragile and Still Recovering from the Pandemic

Seattle Center is a critical asset and hub for the regional arts & culture sector. However, the sector is fragile and is still recovering from the pandemic, with lasting effects on attendance and participation. The arts & culture sector experienced far greater negative impacts from the pandemic compared with many other sectors. Many of these organizations deliver in-person performances and events, which were heavily curtailed during the pandemic. The regional arts & culture sector employment plummeted 27% in 2020 and declined another 1% in 2021. Arts & culture workers often hold two to three different jobs to support living in Seattle. The loss or relocation of one or more arts & culture sector nonprofit entities at Seattle Center will directly impact these workers and their livelihoods.

Construction at Each Potential Station Location Will Create Havoc for Existing Arts & Culture Activities and Organizations

Every station option will create economic costs, some catastrophic for Seattle Center organizations. Construction disruptions will affect each organization's operations and the flow of visitors, many of whom, as part of their Seattle Center visit, spend disposable income at nearby restaurants and other businesses as part of their visit.

The Sound Transit preferred site, DT1, would be located at the intersection of Republican Street and First Avenue North. The cut-and-cover construction phase for this site would last between five and seven years and be adjacent to the Northwest Rooms at Seattle Center. Based on stakeholder interviews, **noise and vibrations from this work would make it impossible for operations adjacent to the construction to continue at their current locations.**

A second option, DT2, would be at the corner of Warren and Mercer Street. The primary adverse impact to Seattle Center operations would be through **traffic congestion, affecting event ticket sales and event attendance**. A third possible option in discussion, but has not yet been studied, is one block west on Republican Street from the DT1 location.

Under the DT1 preferred site location, noise and vibrations will force several organizations to either halt operations for an extended period or relocate. Based on one scenario, the construction for DT1 will force all adjacent organizations to shutter or relocate. **This would result in an annual local net economic loss from DT1 of \$40.3 million, or \$282.2 million in business activity over a seven-year period.**

Under the DT2 site option, traffic congestion will be the primary vector of disruption. **Losses from DT2 will sum to an estimated \$128.8 million over a seven-year period**, primarily through reduced ticket sales and visitor attendance as a result of construction-induced traffic congestion along Mercer Street, barring mitigation measures. These projected ticket sale losses would come on the heels of the 2010-2017 Mercer Corridor Project. Seattle Opera ticket sales fell by 20% and have not recovered to pre-construction levels, owing to construction-induced traffic, reduced accessibility, and loss of parking. The difference between DT1 and DT2 with respect to measurable impacts would be \$153.4 million over seven years.

A further reduction in sales may push the Opera closer to a threshold whereby it can no longer remain financially viable under current operations. Other performance organizations, such as Pacific Northwest Ballet, are similarly stressed financially by the loss of patrons.

The most significant difference between DT1 and DT2 is the level (and opportunity) of potential mitigation. Based on research for this report, **the DT1 option is not mitigatable** for directly impacted organizations, i.e., based on stakeholder feedback, there is no scenario where these organizations could continue to operate through some form of mitigation from the construction impacts. Under either option (DT1 and DT2), there will be traffic congestion impacts.

Under the DT2 option, some buildings along Mercer Avenue will likely be condemned to accommodate construction, though specifics remain unclear. The resulting reconstruction will include transit-oriented development, such as higher density housing and mixed-use projects.

Seattle Center is a Unique Ecosystem That Cannot Be Easily Recreated Elsewhere

Seattle Center is a vibrant, symbiotic arts & culture **ecosystem**. The proximity and clustering of multiple arts & culture organizations creates widely enjoyed benefits for resident organizations, workers, and patrons. Organizations oftentimes share resources, forge mission-aligned coalitions, cross-market, and support each organization's events. Many arts & culture

workers find employment across venues at Seattle Center, such as stagehand union workers.

These organizations benefit from proximity to anchor tenants, including Climate Pledge Arena, the Space Needle, and Museum of Pop. These organizations have an outsized effect attracting groups and individuals to Seattle Center. The largest anchor tenant is Climate Pledge arena. In its first twelve months of operation, the arena hosted events that attracted 1.8 million visitors; by 2030, this total could reach 3 million. Anchor tenants also make investments in the ecosystem and drive foot traffic and visibility, to the benefit of all resident organizations. Nonprofit resident organizations also benefit from below market rents Seattle Center and campus amenities, such as security services and campus maintenance. They also provide substantial public benefits through ticket subsidies and community-facing programs, drawing attendees who might not otherwise visit Seattle Center. **There is no other campus in the region that can offer this full suite of benefits.**

Construction Will Adversely Impact Future Fundraising

The necessary costs associated with a relocation to another facility, such as sound proofing and stages, will likely be prohibitively expensive. As such, any relocation is expected to be permanent, not temporary. Fundraising efforts to finance such a move are expected to face several challenges, discussed below.

Organizations that relocate off campus will lose some of the “scalability” benefits of donations. According to interviewees, individuals and groups are more encouraged to make contributions when they see the multiplicative effect spending on one organization will have across the local Seattle Center ecosystem.

Possibly competing for the same donor sources. There is likely some overlap in donation sources among resident nonprofits, but capital campaigns are not typically held at the same time. However, if multiple organizations are forced to relocate, there may be a convergence of capital campaigns, reducing the amount of funds ultimately available for these organizations.

There will also likely be donor fatigue. KEXP recently ran a successful capital campaign to move to Seattle Center, raising \$15 million for the effort. It will be difficult for KEXP and other organizations with similarly recent campaigns to return to donors so soon for a new round of fundraising.

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INTRODUCTION

The arts & culture sector is central to the urban vitality and fabric of Seattle. Arts & culture businesses and organizations provide entertainment, urban vibrancy, local engagement, education, and a sense of community that is difficult to replicate and reproduce. In addition to onsite events, the arts & culture sector also supports patron spending on various nearby allied industries, such as restaurants, bars, and cafés, helping to spur local economic development and commercial activity. For example, a recent study by the Puget Sound Regional Council (PSRC) found that, just prior to the pandemic, the Puget Sound region (including the counties of King, Kitsap, Pierce, and Snohomish), the arts & culture sector directly employed an annual average of nearly 22,000 workers (Puget Sound Regional Council, 2022a). Many of these workers are part-time or seasonal and depend on one or two other jobs to cover the high cost of living in the Seattle area.

The arts & culture sector was disproportionately negatively impacted by Covid-19, due to the closure of public events and other consumer and patron in-person activities at the height of the pandemic. According to the same PSRC study, regional arts & culture sector employment plummeted 27% in 2020 and declined another 1% in 2021.

Seattle Center is a central hub and core asset for the arts & culture sector. The campus is home to numerous arts & culture organizations, from ballet, plays, film, art, and music, whose missions are to provide public benefits for communities throughout the region. The clustering of organizations with similar missions encourages collaboration, sharing of resources, cross-marketing of events, and creating a collective environment of creativity and arts patronage would be difficult if not impossible without the neighboring and proximity of these activities to each other.

These organizations and activities are at risk of significant disruption from construction of the proposed Sound Transit 3 (ST3) light rail station in the lower Queen Anne neighborhood. There are three potential sites under consideration, of which the preferred site is located on Republican Street and adjacent to Seattle Center's Northwest Rooms. An alternative site is being considered for Mercer Street; a second alternative site is one block further west on Republican but has not yet been evaluated by Sound Transit.

This study assesses the potential economic costs from these proposed ST3 stations in the vicinity of Seattle Center. Findings will help to inform technical discussions on mitigation measures.

Data and Methods

This report leverages quantitative and qualitative sources and materials. These include, but are not limited to, data on employment, number of volunteers, gross revenues, and wage & salary disbursements gathered from publicly available 990 forms submitted annually by each resident nonprofit organization; employment and wage data from the U.S. Bureau of Labor Statistics and U.S. Bureau of Economic Analysis; and existing reports and

studies on the economic impact and value of arts & culture organizations and Seattle Center. Stakeholder interviews provided information and perspectives on the importance of Seattle Center; the potential, anticipated adverse impacts of construction; and helped refine and improve data estimates.

Organization of Report

The remainder of this report is organized as follows:

- **Overview of organizations and study area.** Background on each organization and locations within the study area.
- **Baseline estimates.** The economic footprint of nonprofit organizations most likely to be impacted by ST3 construction, with a specific focus on Sound Transit's preferred option on Republican, for year 2019 (the base year).
- **Visitor spending effects.** The role of impacted organizations in supporting visitor spending at nearby businesses.
- **Community contributions of impacted organizations.** How impacted organizations contribute to local communities through education, events, and providing public spaces.
- **Stakeholder feedback and key themes.** Perspectives on the role of Seattle Center and agglomeration benefits of the location.
- **Summary and conclusions.** Review of key findings and takeaways and recommendations for the program moving forward.

IMPORTANCE AND FRAGILITY OF THE ARTS & CULTURE SECTOR TO SEATTLE AND THE REGIONAL ECONOMY

The arts & culture sector is central to Seattle's urban fabric. Arts & culture businesses and organizations provide entertainment, foster placemaking, educate, and create a sense of community that is difficult to replicate and reproduce. In addition to onsite events, the arts & culture sector also supports patron spending on various nearby allied industries, such as restaurants, bars, and cafés, helping to spur commercial activity and local economic development.

A recent study by the Puget Sound Regional Council (PSRC) found that, just prior to the pandemic, the Puget Sound region (including the counties of King, Kitsap, Pierce, and Snohomish) arts & culture sector directly employed an annual average of nearly 22,000 workers. Many of these workers are part-time or seasonal and depend on one or two other jobs to cover the high cost of living in the Seattle area. Gross revenues among these (primarily nonprofit) organizations summed to more than \$1.9 billion in 2019, before falling to \$1.5 billion in 2020 in the first year of the pandemic; revenues rebounding modestly (4%) in 2021 (Puget Sound Regional Council, 2022a).

Arts & Culture Workers

In 2021, some of the most common positions among arts & culture sector workers included "ushers, lobby attendants, and ticket takers," "producers

and directors,” and “customer service representatives.” Many of the workers employed at arts & culture organizations are part-time or seasonal and depend on one or two other jobs to cover the high cost of living in the Seattle area.

A large share of the arts & culture sector workforce relies on multiple jobs in the industry that, combined, allow these workers to earn a living wage. Many of these workers are unionized and receive work assignments throughout the year from the union hall. Unions include IATSE Local 15, representing stagehands, and the Actors' Equity Association, representing workers in live theatrical performance. In addition to union workers, more than 6% of arts & culture workers are independent contractors, or what is commonly referred to as “gig” workers (Puget Sound Regional Council, 2022b). City government employees, such as ushers, are represented by the Teamsters Union.

COVID-19 Impacts and Fragility of the Arts & Culture Sector

The arts & culture sector experienced far greater negative impacts from the pandemic compared with many other sectors. Many of these organizations deliver in-person performances and events, which were heavily curtailed in the first year of the pandemic. According to the same PSRC study, regional arts & culture sector employment plummeted 27% in 2020 and declined another 1% in 2021.

Various artists and arts & culture workers hold multiple contract jobs across venues, galleries, sound and video studios, museums, and theaters. Arts & culture organizations oftentimes share equipment, cross-advertise and market each other’s events, and collaborate on key issues affecting the sector. Organizations also benefit from foot traffic generated by events at neighboring organizations and venues.

A recent report by ArtsFund (2022) found that three-quarters (76%) of surveyed cultural participants indicated that prior to the pandemic, they attended events once a month or more frequently. Attendance fell to 28% for the period during the first year of the pandemic. Operating budgets among surveyed organizations fell 20% in 2020, leading 41% of surveyed organizations to furlough staff or reduce hours and/or pay.

POTENTIAL CONSTRUCTION SITES AND IMPACTS

Sound Transit has identified one potential, preferred location for the ST3 uptown station at the corner of Republican Street and First Avenue, directly adjacent to the Northwest Rooms at Seattle Center. An alternative site, at the corner of Mercer and Warren, is also being considered but there is not yet sufficient analysis to appraise the potential impacts of this location. A second alternative, one block west on Republican, is being discussed but has not yet been studied.

The construction of the station will likely be a “cut-and-cover” method, whereby a large area will be excavated and exposed for a period of between 5 and 7 years, and potentially up to 10 years.

All organizations interviewed for this study expressed strong support for light rail and the need for these investments. However, the proposed preferred site will create disruptions so significant that some of these organizations will not be able to continue to operate. These disruptions include the following:

- **Noise and vibrations.** The organizations in direct and very near proximity to the construction site rely on quiet, stable environments to operate. These include live performances, movie screenings, and radio broadcasts.
- **Traffic and access.** Construction will limit or remove current access points, such as loading zones. The site, whether at the preferred location or one of the alternative locations, will inevitably create more traffic in the area due to loss of some surface street access. Increased traffic may deter patrons from visiting Seattle Center and attending performances. Seattle Opera, for example, experienced a sustained 20% reduction in attendance during the Mercer Corridor Construction period between 2010 and 2017, relative to pre-construction period. Many of these organizations are still recovering from the pandemic and performance cancellations; McCaw Hall audiences are still only at 50% the level of ticket sales pre-pandemic. Nearly 90% of visitors to Seattle Opera drive (Pacific Northwest Ballet; Seattle Opera; Classical King FM 98.1, 2022).
- **Risks to structural integrity of adjacent buildings.** Stakeholders have expressed concerns over the impact the construction will have on the structural integrity of nearby buildings. For example, Climate Pledge Arena has called attention to risks associated with roof tie-ins and the “zone of influence” to the north of the building. At present, these concerns remain unknown and require further engineering assessment.
- **Erosion of the ecosystem.** The Seattle Center ecosystem is greater than the sum of its parts. Resident organizations enjoy what economists refer to as “positive externalities,” i.e., benefits generated through the sharing of resources, collective or symbiotic marketing, and other positive effects for each organization from being in proximity to others offering similar public goods and aligned missions. The loss of one or more organizations would negatively impact the broader ecosystem to a scale greater than its individual operations might suggest.

OVERVIEW OF ORGANIZATIONS AT SEATTLE CENTER

Seattle Center is home to numerous arts & culture nonprofit organizations whose missions focus on providing public benefits through arts, culture, and education. According to the most recent Seattle Center economic impact study, in 2016 Seattle Center businesses and organizations directly employed more than 7,400 full-time, part-time workers, and contract workers. Seattle Center visitors and businesses in 2016 supported a total countywide economic impact—including onsite activities, visitor spending, upstream business-to-business transactions, and household spending—of nearly \$1.9 billion in output, more than 18,600 jobs, and \$631 million in labor income (Beyers, William B; GMA Research, 2019).

Before the pandemic, Seattle Center attracted an estimated **12 million visitors annually**, of which an estimated 42% came from King County, 14% from elsewhere in Washington, and 44% from outside Washington state. Among surveyed visitors, 86% indicated the primary purpose of the trip to Seattle Center was to attend a performance, exhibition, or event. In 2016, these visitors spent an estimated \$815 million on goods and services directly related to their Seattle Center visits (Beyers, William B; GMA Research, 2019).

Like arts & culture organizations across the region, the pandemic has had a disproportionate impact on Seattle Center-based resident organizations. Several organizations had already experienced declines in attendance numbers before the pandemic, due in part to the construction-induced increased congestion along Mercer Avenue from 2010 to 2017. These organizations were recovering from attendance and ticket sales declines when the pandemic hit in 2020, forcing these organizations to temporarily shutter. Even after restrictions were lifted, several organizations indicated that attendance remains well below pre-pandemic levels, as many patrons remain reticent to attend large performances. According to a poll of Seattle Center resident organizations, more than 90% of respondents indicated that a 10% drop in attendance would render these organization economic unviable (Cairncross & Hempelmann, 2022).

Organizations impacted by potential construction activities are presented in **Exhibit 1** below.

Exhibit 1. Organizations Impacted by ST3 Station Construction

Organization	Type of Impact
Pacific Northwest Ballet	Loss of loading zones; traffic disruptions, access.
Seattle International Film Festival	Noise and vibrations; traffic disruptions; access.
The Vera Project	Noise and vibrations; traffic disruptions; access.
KEXP	Noise and vibrations; traffic disruptions; access.
Cornish College of the Arts	Noise and vibrations; traffic disruptions; access.
Seattle Repertory Theatre	Noise and vibrations; traffic disruptions; access.
Path with Art	Traffic impacts.
Seattle Opera	Loss of loading zones; traffic disruptions, access.
Classical KING FM 98.1	Traffic disruptions, access.

Baseline Organizational Economic Impacts

In this analysis, we develop a baseline scenario to assess the potential impacts of construction. This baseline scenario draws primarily on data from calendar year 2019 to reflect conditions prior to the pandemic, though with adjustments to capture Path with Art operations, which did not begin until 2022. All estimates are adjusted to 2019 dollars accordingly.

The impacts of resident organizations include both: 1) **organizational spending**, such as on payroll, operating costs, and various other expenses necessary for event and day-to-day operations; and 2) **visitor spending**, or the common phenomenon of event patrons spending disposable income on dinner and other related expenses either before or after the attended event, spurring jobs and economic activity within the surrounding community. For example, Seattle Repertory Theatre contributes more than \$20M to the local economy each year through wages and benefits to staff, artists, and technicians; payments to vendors; and audience spending on food and beverage, transportation, shopping, and lodging. This includes an estimated \$1.4M in spending by visitors from outside King County (Seattle Repertory Theatre, 2022).

In our baseline case, organizations directly impacted by construction-induced disruptions from one of the proposed ST3 station sites directly employed 2,100 workers. These organizations generated an estimated \$99.0 million in revenues and made \$51.6 million in salaries and benefits. These organizations are also associated with an estimated 710,000 annual visits, primarily through various events and shows held at these locations (**Exhibit 2**).

Exhibit 2. Summary of Direct Operations Activities for Impacted Organizations

Gross Revenues (mils \$)	\$99.0
Total Expenses (mils \$)	\$95.3
Employees	2,100
Volunteers	3,000
Salaries and Benefits (mils \$)	\$51.6
Estimated annual visits	710,000

Sources: GuideStar (2022); interviews.

Organizational Economic Impacts: Baseline

Organizations in the study area supported a combined direct economic footprint of 2,400 jobs and \$123.5 million of economic output, namely gross revenues from donations and earned income from ticket sales and other sources. The total economic impact of these operations across King County, including upstream business-to-business purchases and worker household consumption, totaled an estimated \$234.6 million in business output, or sales, in our baseline scenario (**Exhibit 3**).

Exhibit 3. Operations Economic Impacts, Construction-Impacted Organizations, Baseline Scenario, King County

	Direct	Indirect	Induced	Total
Employment	2,400	210	420	3,030
Labor Income (mils \$)	\$63.4	\$13.8	\$23.1	\$100.4
Output (mils \$)	\$123.5	\$41.8	\$69.3	\$234.6

Sources: Washington State Office of Financial Management (2021); Washington State Employment Security Department (2022); Puget Sound Regional Council (2022); U.S. Census Bureau (2019); High Peak Strategy, LLC (2022).

Visitor Spending Impacts

Organizations at Seattle Center attract visitors to their events and daily activities, many of whom then spend disposable income at other nearby businesses before or after an event, such as on local restaurants, bars, retail, as well as lodging in some cases, and parking and transportation expenses. Spending at these businesses in turn supports additional economic activity through upstream business-to-business transactions and worker household expenditures.

The *Seattle Center 2016 Economic Impact Report*, published in 2019, includes estimates of group size by activity and average spending per group by type of activity, drawing on surveys on Seattle Center visitors. For this report, we inflate 2016 estimates to 2019 dollars.

The 2019 report included estimated spending and group size for eight types of Seattle Center-based activities (Beyers, William B; GMA Research, 2019, pp. 18, Table 16). We developed a weighted average for six categories, reflecting the organizations directly impacted by ST3 construction: arts & entertainment, attractions and museums, major festivals, community events, grounds and amenities, and other activities.¹ Some spending categories we omitted from our estimates to avoid overlap with revenues generated by organizations in the study area.² For example, we excluded spending on tickets, since these are already captured under organization revenues.

In 2016, Seattle Center attracted an estimated **12,000,000 annual visits**. We assume, conservatively, this number was constant in 2017, 2018, and 2019. An estimated **710,000 visits** (or roughly **6% of all visits to Seattle Center pre-pandemic**) were attributed to organizations in the study area that would be impacted by ST3 site. These visitors in turn supported estimated direct spending on various tourism-related expenses, such as restaurants, bars, retail, and overnight accommodations of \$11.7 million. The total economic impact of this spending across King County, including

¹ We excluded “sports” and “dining & shopping.”

² Omitted spending categories included tickets and admission, souvenirs, food and beverage at the event, and air travel. The first three categories are assumed to be captured in the revenues of each organization in the study area. Air travel is a significant expense but captured outside the region.

upstream business-to-business purchases and worker household consumption, totaled an estimated \$19.5 million in business output, or sales, in our baseline scenario (**Exhibit 4**).

Exhibit 4. Visitor Spending Economic Impacts, Construction-Impacted Organizations, Baseline Scenario, King County

	Direct	Indirect	Induced	Total
Employment	120	20	30	170
Labor Income (mils \$)	\$4.0	\$1.1	\$1.6	\$6.6
Output (mils \$)	\$11.7	\$3.2	\$4.6	\$19.5

Sources: Washington State Office of Financial Management (2021); Washington State Employment Security Department (2022); Puget Sound Regional Council (2022); U.S. Census Bureau (2019); High Peak Strategy, LLC (2022).

CONSTRUCTION IMPACTS TO ORGANIZATIONS AND LONG-TERM ACTIVITIES AT SEATTLE CENTER

Below, we summarize potential economic costs based on qualitative research and interviews with Seattle Center residents and stakeholders.

Difficulty Reproducing the Arts & Culture Ecosystem

Arts & culture organizations at Seattle Center thrive as a symbiotic **ecosystem**. The proximity and clustering of multiple arts & culture organizations create widely enjoyed benefits for resident organizations, workers, and patrons. The benefits of this ecosystem are difficult if not impossible to replicate, given the challenges of finding available space and the high cost of real estate. As an ecosystem, the combined benefits of resident organizations collectively are effectively greater than the sum of its parts: organizations enjoy positive externalities commonly observed within industry clusters. These benefits include:

Benefits of Proximity to Similar Organizations

- **Shared equipment and other resources.** Such as conference rooms, chairs, lighting, sound, and other performance equipment.
- **Mission-aligned coalition-building.** Many organizations interviewed for this report emphasized the importance of aligned visions for the arts & culture sector and the ability to closely work and collaborate with other like-minded organizations as neighbors.
- **Cross-marketing of events.** Several organizations highlighted collaborative efforts to cross-post events for each organization, helping to reduce marketing costs.
- **Visibility to Puget Sound residents.** As a regional hub for arts & culture, visitors to Seattle Center are likely to discover a new opportunity to engage with the arts while visiting an organization with which they are already familiar.

Being Near an Anchor Tenant

Anchor tenants are organizations or operations that have an outsized effect attracting groups and individuals to Seattle Center. The largest anchor tenant is Climate Pledge arena. In its first twelve months of operation, the arena hosted events that attracted 1.8 million visitors; by 2030, this total could reach 3 million.

Investments by anchor tenants

The arena operator has also spent \$6 million on campus digital signage, providing event advertising space for on-campus nonprofits. Other anchor tenants include the Space Needle, Pacific Science Theater, and the Museum of Pop (MoPop), which in the years just prior to the pandemic attracted between 720,000 and 776,000 visitors per year.

Foot traffic and visibility

Each year Seattle Center attracts an estimated 12 million visitors. Arts & culture organizations benefit from the exposure and visibility of their events and services generated freely from this foot traffic. For example, on a given evening, more than 15,000 visitors will attend sporting or music events at Climate Pledge Arena. These visitors, whose purpose is attending an event at the arena, are nonetheless made visually aware—through posters, digital advertisements, and other signage—of the presence and activities of other organizations and events on campus, potentially encouraging a future visit. There are few if any locations outside Seattle Center in the region that offer both below market rent and this kind of exposure on a regular basis.

Benefits of Being on Seattle Campus and Seattle Land

- **Below market rent.** Organizations based on campus, as nonprofits providing significant public goods, pay leases well below market rates.
- **Security and other campus amenities.** Security costs, gardening, and maintenance of campus grounds are primarily borne by the City of Seattle. These costs would be near prohibitive for organizations to pay on their own.

Fundraising

Several organizations we spoke with pointed to the effect being on campus has had on fundraising efforts. According to interviewees, individuals and groups are more encouraged to make contributions when they see the multiplicative effect spending on one organization will have across the area.

- **Relocation is not temporary, but permanent.** And the cost to recreate the types of space necessary for these organizations to operate is very costly, involving significant tenant improvements such as soundproofing, stages, and other elements. It will be very difficult if not impossible for organizations to raise these funds for only a brief relocation period.

- **Possible competing for the same donor sources.** There is likely some overlap in donation sources among resident nonprofits, but capital campaigns are not at the same time. However, if multiple organizations are forced to relocate, there may be a convergence of capital campaigns at the same time, reducing the amount of funds ultimately available for these organizations.
- **Donor fatigue.** KEXP recently ran a successful capital campaign to move to Seattle Center, raising \$15 million for the effort. It will be difficult for KEXP and other organizations with similar past campaigns to return to donors so soon for a new round of fundraising.

Economic Impacts by Construction Site

In this section, we model the economic costs associated with the above discussed construction-induced impacts. The economic costs borne by Seattle Center organizations will vary by final construction site location. In **Exhibit 5** below, we summarize impacts from three potential construction sites.

For DT1 (Republican Street and First Avenue North) and “Republican Street and Queen Anne Avenue North,” we assume 100% of adjacent nonprofit operations would cease as a result of construction impacts, primarily due to noise and vibrations. The DT1 scenario includes KEXP, The Vera Project, SIFF Film Center, Cornish College of the Arts, and Seattle Repertory Theatre.

For the second scenario, DT2 (Mercer Street and Warren Avenue), we assume a 20% reduction in activities due primarily to traffic and disruptions to access. Organizations directly impacted under the DT2 scenario include Pacific Northwest Ballet, Path with Art, Seattle Opera, Classical KING FM 98.1, Cornish College of the Arts, and Seattle Repertory Theatre. The last two organizations, Cornish College of the Arts and Seattle Repertory Theatre, are assumed to be impacted by DT1 or DT2, but for different reasons. Under DT1, we assume the noise and vibrations would force the closure of both these locations during construction. Under DT2, we assume these organizations would be able to continue to operate but would experience a reduction in ticket sales due to construction-induced congestion along Mercer, barring any mitigation investments.

The largest impact scenario will be the DT1 option. In this scenario, the annual loss in business activity would sum to \$40.3 million, or \$232.2 million cumulatively over seven years. The second largest impact would be DT2, with a seven-year cumulative loss of \$128.8 million. However, we emphasize that these impacts do not capture the full extent of loss due to each construction option. As discussed above, the loss of one or more organizations may negatively affect the operations of remaining organizations. Moreover, the costs to relocate and raise new funds will create additional burdens on these organizations.

Exhibit 5. Direct and Total Economic Impacts by Construction Site, Visitor Spending and Organization Operations, King County

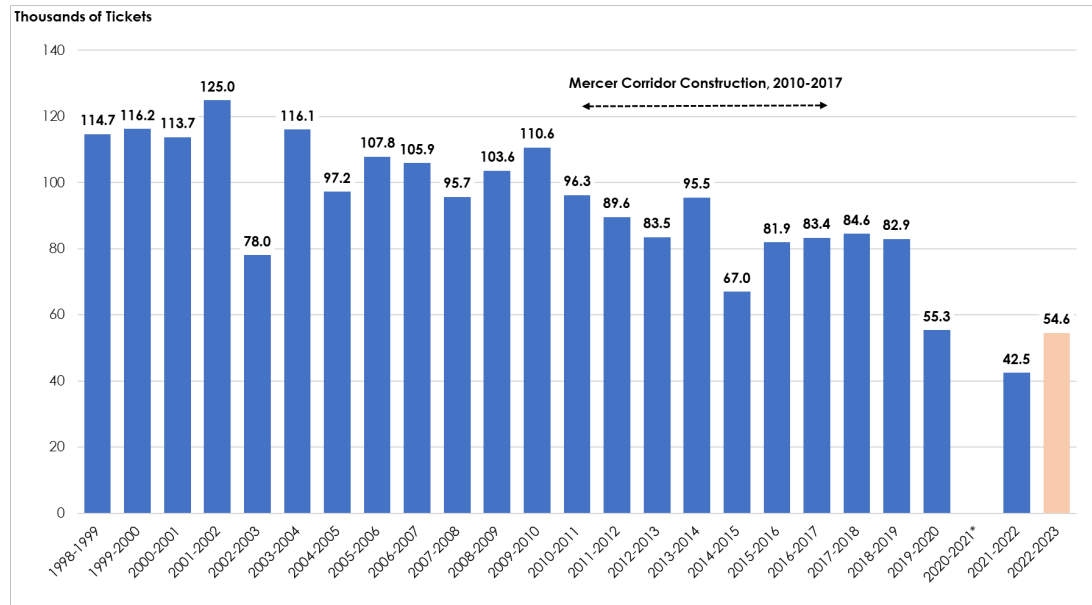
A. Direct Impacts				
<i>Construction Site</i>	Visitor Spending	Organization Operations	Total	Cumulative Losses Over 7 Years
DT1 (Republican and 1st Ave N)	\$4.0	\$36.3	\$40.3	\$282.2
DT2 (Mercer and Warren)	\$1.7	\$16.7	\$18.4	\$128.8
Republican and Queen Anne Ave	\$1.9	\$3.4	\$5.3	\$37.4
B. Total Economic Impacts				
DT1 (Republican and 1st Ave N)	\$6.7	\$71.7	\$78.4	\$548.7
DT2 (Mercer and Warren)	\$2.8	\$30.6	\$33.4	\$234.0
Republican and Queen Anne Ave	\$3.3	\$8.0	\$11.2	\$78.5

Sources: Washington State Office of Financial Management (2021); Washington State Employment Security Department (2022); Puget Sound Regional Council (2022); U.S. Census Bureau (2019); High Peak Strategy, LLC (2022).

For DT2, the loss of 20% of revenue would come on top of previous revenue declines due to the 2010-2017 Mercer Corridor Construction phase. In the seven opera seasons preceding the Mercer Corridor Construction period, from 2003-2004 to 2009-2010, ticket sales averaged 105,300 per year. Sales dropped to an annual average of 85,300 between 2010-2011 and 2016-2017 (construction period), or a 15% decline. Ticket sales remained subdued following the construction period, before plummeting to 55,300 in 2019-2020 (**Exhibit 6**). Seattle Opera projects ticket sales to total just 54,600 in the current season (2022-2023). Pacific Northwest Ballet experienced significant sales declines since 2015, from \$16.4 million to \$10.0 million between 2015 and 2020 (in 2021 \$), before plummeting to just \$1.3 million in 2021 (**Exhibit 7**).

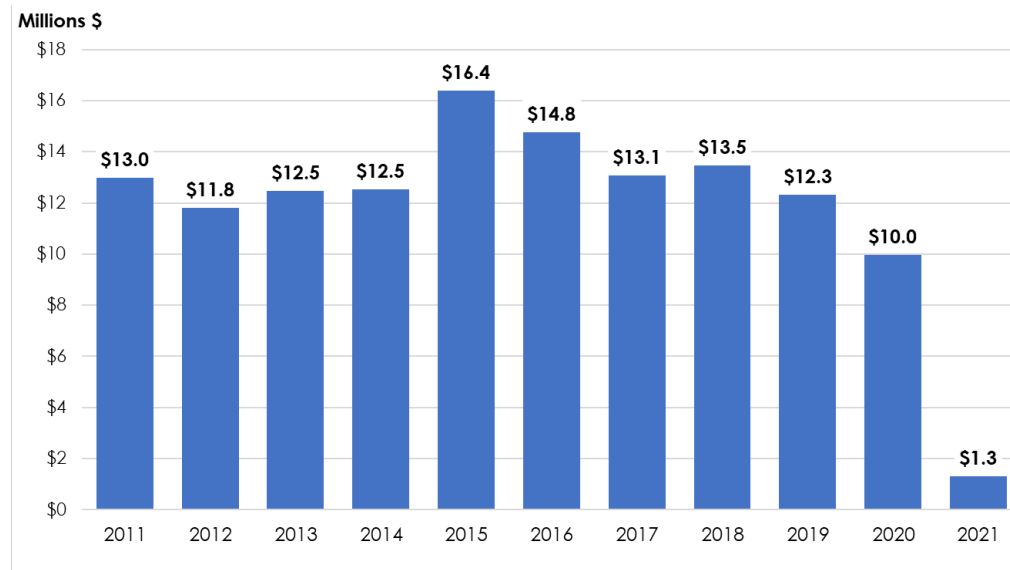
According to interview feedback, many opera patrons have been discouraged from attending the opera because of the significant inconvenience of traffic and parking. If opera attendance does not improve, a further 20% reduction would result in annual ticket sales of just 43,700. Even if sales do recover to pre-pandemic levels, a 20% reduction from construction-induced traffic would yield annual ticket sales of just 67,000; at this level, it will be difficult to continue to function based on current operations.

Exhibit 6. Seattle Opera Ticket Sales, 1998-1999 to 2022-2023 (projected)



Source: Seattle Opera (2022).

Exhibit 7. Pacific Northwest Ballet Ticket Sales, Inflation-Adjusted (2021 \$), 2011-2021



Source: Pacific Northwest Ballet (2022).

The most significant difference between DT1 and DT2 is the level (and opportunity) of potential mitigation. Based on research for this report, **the DT1 option is not mitigatable** for directly impacted organizations, i.e., based on stakeholder feedback there is no scenario where these organizations could continue to operate through some form of mitigation

from the construction impacts. Under either option (DT1 and DT2), there will be traffic congestion impacts.

Offsetting the above negative impacts, there are potential future benefits associated with the DT2 option. According to Sound Transit, these include transit-oriented development, such as higher density housing and mixed-use projects (Sound Transit, 2022, pp. 4.3.2-12), though this will also likely entail condemning of some existing structures.

SUMMARY AND CONCLUSIONS

Mass transit is needed for patrons, residents, and visitors to access Seattle Center. Once completed, ST3 will provide an invaluable resource for access to Seattle Center's many thriving activities and operations. However, under the current ST3 light rail station plan, the construction will create unprecedented disruptions, some so great that resident organizations will be unable to continue to operate and be forced to either shutter or relocate.

All three potential locations for the ST3 station assessed in this report will have significant deleterious effects on nonprofits based at Seattle Center. The most impactful, according to our analysis, will be the ST3 preferred location (DT1), located at the corner of Republican and First Ave North. The construction of a station at this site will create noise and vibrations that will be so disruptive that adjacent non-profit operations, such as KEXP, Seattle Repertory Theatre, Cornish Playhouse, and The Vera Project, will be unable to continue to operate at their current locations. The relocation or shuttering of these operations, either temporary or permanent, would create a net economic loss of \$40.3 million per year. A second possible location, at the intersection of Mercer Street and Warren, would create traffic congestion impacts that will reduce attendees to various events at Seattle Center, most notably programs and productions at Seattle Opera, Pacific Northwest Ballet, and Seattle Repertory Theatre. This analysis projects this loss to equate to \$18.4 million per year, due largely to lost ticket sales and patronage.

The costs and adverse economic impacts from ST3 DT1 or DT2 construction extend beyond just ticket sales and employment. The loss of one or more resident nonprofits as a result of construction will erode the connective tissue that makes Seattle Center a vibrant ecosystem. It will be very difficult if not impossible for existing residents organizations to find alternative locations that provide the same types of benefits as currently enjoyed at Seattle Center. These benefits include the positive externalities associated with being part of a regional cluster or ecosystem, below market rents, and the exposure and visibility afforded by proximity to major anchor tenant operations, such as Climate Pledge Arena, Space Needle, and Museum of Pop Culture.

Relocation will be costly, and likely permanent. The site improvements necessary to make another site suitable for performances, radio show operations, and related activities will be significant, likely in the millions of dollars. Many of these organizations have also recently completed large capital campaigns; new capital campaigns on the heels of recent fundraising

may run up against donor fatigue. If more than one organization attempts to raise funds for a relocation, competition among the same donors may undermine these efforts as well.

Findings from this report illustrate the breadth of negative impacts, many potentially permanent, from the current ST3 construction plan. Mass transit is critical to Seattle's continued growth, reduction in greenhouse gas emissions, equity, and livability. Seattle Center organizations and patrons will undoubtedly benefit from mass transit at or adjacent to the campus. However, the current construction plan will undermine the economic and financial viability of these very same organizations. Sound Transit will need to evaluate these impacts and consider an improved scenario whereby light rail access—much needed—does not inadvertently create severe, and quite possibly irreparable, economic harm to these organizations.

APPENDIX

Appendix A. Interviews for this Project

Contact(s)	Organization/Affiliation
Julia Levitt	Seattle Center
James Vegas and Jennifer Chu	MoPop
Jeff Herrmann	Seattle Repertory Theatre
Christina Scheppelmann and Janey Repensek	Seattle Opera
Morgan Littlefield and Rob Johnson	Climate Pledge Arena
Ellen Walker	Pacific Northwest Ballet
Pinky Estell	Cornish College of the Arts
Ricky Graboski	The Vera Project
Holly Jacobson	Path with Art
Tom Mara	Seattle International Film Festival
Ethan Raup and Scott Bell	KEXP
Jane Zalutsky	Seattle Center Foundation
Ron Severt	Space Needle

Appendix B. Summary of Data Sources

This report makes intensive use of multiple data sources, including the following:

- **Puget Sound Regional Council.** Employment estimates for 2021 based on North American Industry Classification System (NAICS) codes.
- **Washington State Department of Revenue.** Gross business income estimates, statewide by NAICS code.
- **Washington State Employment Security Department.** Statewide employment and wage counts by NAICS code.
- **Washington State Office of Financial Management.** Economic impacts estimated through use of the Washington State Input-Output Model.
- **U.S. Bureau of Economic Analysis.** Personal income estimates by state.
- **U.S. Census Bureau.** The Census Bureau's OntheMap data series includes journey-to-work estimates, which provides useful information on the commuting patterns of workers inside the City of Seattle.

Appendix C. Economic Impact Modeling

Input-output modeling is a technical approach that estimates additional spillover effects of a modeled direct economic activity through two mechanisms: 1) upstream, supplier chain business-to-business transactions, referred to as "indirect" effects; and 2) the spending of employment-based income earned among workers in direct and indirect activities on household goods and services, referred to as "induced." Together, the sum of direct, indirect, and induced impacts is referred to as the "total economic impact." All impacts are measured in jobs, labor income (wages & salaries plus

supplemental benefits), and business output, or what is more commonly described as sales or revenues.

Input-output models are static models that measure a discrete single-period change in the economy, e.g., the increase or decrease in aerospace sales. The direct impact being modeled is referred to as “final demand” and may represent or be composed of a change in household consumption, investment, exports, and/or government spending.

The Washington State Input-Output Model is the primary analytic tool for this analysis. This model is based on an input-output table that is developed to characterize the inter- and intra-industry transactions and final demand of the Washington state economy.

Adjustments to Reflect County and City-Level Economic Conditions

For this study, we made the following modifications to the statewide input-output model to reflect economic conditions within the City of Seattle and King County:

- **Adjustments to supply chain transactions.** Location quotients (LQs), which measure the share of a given industry within a given geography relative to a larger region, were used to create city-level coefficients for each sector (52) within the Washington State Input-Output (I-O) Model. Following a widely used method, for each sector within the I-O model, the computed LQ was multiplied across all columns for each row of the direct requirements matrix, an intermediate step in economic impact modeling. When LQs were greater than one, the adjuster was reset to one. Adjustments were only made for sectors that are far less present in the City of Seattle than in Washington state overall, e.g., farming. City-level data was sourced from the Puget Sound Regional Council (2022), based on covered employment from the Quarterly Census of Employment and Wages. County-level data was sourced from the Washington State Employment Security Department.
- **Induced impacts.** We modified induced impacts—those impacts associated with household consumption—using commuter data published by the U.S. Census Bureau (2022). A large number of workers within the City of Seattle do not live within the city limits; adjustments were therefore needed to avoid overestimating the household spending impacts, particularly among those workers who work in Seattle but live outside the city and therefore spend a large of their disposable income at businesses outside the city.

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NORDSTROM

February 16, 2023

Board Administrator
Sound Transit
401 S Jackson St.
Seattle, WA 98104
emailtheboard@soundtransit.org

To the Sound Transit Board of Directors:

As a lifelong resident of the greater Seattle area, I want to thank you for your work to expand access to affordable transportation for more residents of our city. There's no doubt this work has attracted more people to Seattle and helped businesses like Nordstrom continue to grow and thrive.

I'm optimistic about the plans for a new Seattle Center light rail station and the opportunities it will create for our community. I know that two potential locations at Seattle Center are currently under consideration in addition to WSBLE DT-1: West on Republican Street and Mercer Mix-and-Match. I share the view expressed by the City of Seattle, community leaders and other stakeholders that either alternative location would do a better job of serving the city than the DT-1 currently at the top of the list.

In addition to my role at Nordstrom, I serve on the board of KEXP, one of Seattle's beloved radio stations. For over 50 years, KEXP has filled the airwaves with great music, including live, in-studio performances. It's been a cornerstone of this city's culture since the early '70s. Unfortunately, the WSBLE DT-1 location would have significant impacts on the studio's ability to operate. The digging and construction would make their studio spaces unusable, free live performances would no longer be possible, and building entrances would be severely obstructed.

One of the most exciting aspects of a new Seattle Center light rail station is the opportunity to connect more residents and visitors to our city's vibrant arts culture — concerts, movies and plays will all be much more accessible to residents across the city. But that future will only be possible if KEXP and other organizations are able to operate in the Seattle Center — which would not be the case under the proposed DT-1 location.

The impact of this station isn't limited to the arts. The alternative locations also pave the way for new housing development opportunities, and they'll lead to fewer cars on the streets, meaning fewer car accidents and reduced carbon emissions. These are things we can all agree are worth working toward.

Thank you for your continued hard work and dedication to building a brighter future for our city. I hope you'll consider these alternative light rail station locations at Seattle Center.

Sincerely,



Erik Nordstrom
Nordstrom CEO



February 17, 2023

Sound Transit
Board of Directors
emailtheboard@soundtransit.org

Dear Sound Transit Board of Directors:

We are writing to voice our opposition and strong objection to an alternative light rail station at 1st Ave N and Mercer Street. The revised proposal will have a train station right on Mercer St.

We own the Mercer Apartments at 105 Mercer Street which is a 41-unit apartment building built in 1929. From the design proposal, we see this building site will be used as a staging area, so will be taken by Sound Transit if the light rail station is at the Mercer St location. This is very alarming to us as this is the preferred plan by the City of Seattle.

The below are some obvious reasons we oppose this alternative station location. (we will add more once we have had time to review all the documents).

Our main concerns and disadvantages for a light rail station at 1st and Mercer:

- Sadly, a part of Seattle history, almost 100-year-old apartment building will be destroyed due to this plan. A part of the history of Seattle will be gone.
- Residents love this building due to its proximity to Space Needle and restaurants and all other cool places, but unfortunately the 41 apartments will be lost.
- The option at Mercer location will cost a staggering \$100 Million more than the other option. Why is a significantly more expensive option being considered in favor of the lower cost option on land already owned and controlled by the City of Seattle? This does not seem a wise way to spend Taxpayer's dollars. Based on this alone, we feel this is the wrong choice and location.
- Our neighbor U-Park lot will no longer exist so all the regular and event parking spaces there will be lost. Our other Neighbors (commercial spaces) at 125-127 Mercer will be destroyed forcing these businesses to close and all the related business activities will be lost
- Our displaced residents will likely not stay in Uptown, reducing business activity in the area accordingly.
- Complete or partial closure of Mercer Street for over 3 years?! This will create traffic chaos and further damage the Uptown neighborhood that is finally beginning a comeback after Covid and the loss of Arena events. How many small businesses will not survive this disruption? How many residents will permanently leave the area because of it? Traffic will go somewhere so these negative affects will stretch beyond Uptown as well.

Compare between two proposed options for Train stations, **we think the station at Republican makes much better sense. It has all the advantages below in our view.**

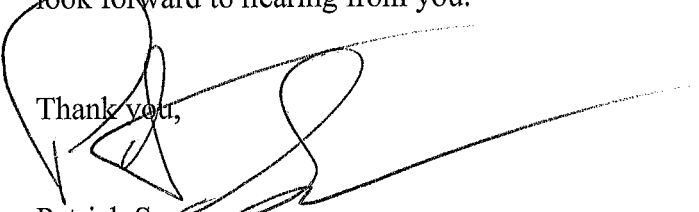
- It can save \$100 Million dollars in construction cost!
- Zero residents are displaced. Zero homes destroyed.



- The land is already owned by the City of Seattle, no eminent domain or lawsuits are needed.
- The location allows future riders to exit in Seattle Center and right next to Climate Pledge Arena

Please consider the above factors and please hear our voice and those of our residents and other neighbors! We strongly and respectfully suggest the Republican Street location as the less costly and less impactful overall. If you have any further questions, please feel free to reach out to us. We look forward to hearing from you.

Thank you,



Patrick Seaman
Regional Manager for
Mercer Apartments
MGRE 105 Mercer, LLC

Mailing Address:
334 Wells Ave S, Suite G
Renton WA 98057
206-629-6670 | Patricks@ms-apartment.com



Magnolia Community Council

MAGNOLIA'S COMMUNITY COUNCIL

VIA EMAIL

February 21, 2023

Sound Transit Board
EmailTheBoard@soundtransit.org
wsblink@soundtransit.org

OFFICERS

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Leslie Helm

Cheryl Jacobs

Matthew Koenig

David Moehring

Jayson Morris

Amy Plantenberg

Tom Ranken

Don Schlosser

Lester Thompson

Janis Traven

James Williams

Re: Magnolia Community Council Position on WSBLE proposed refinements

Dear Sound Transit Board,

Magnolia Community Council Board of Trustees have reviewed the Further Studies refinements for the Interbay segment. Thank you for all of your work, and for listening to the concerns of the public.

We support the Modified SIB-1 Concept. It provides the best access for Magnolia by keeping a Smith Cove Station south of the Magnolia Bridge, and station entrances on both sides of Dravus Street in Interbay. This is extremely important for seamless access to the station for bus transit and drop-offs/pick-ups to and from Magnolia. As a peninsula, connected by three bridges, light rail access will be vital to bringing density to our community.

We appreciate that Modified SIB-1 alternative also requires 20 fewer business displacements, including Seattle city Light and Seattle Storm facilities. In addition, taxpayers will see a \$30 million savings with this modified alternative.

We oppose the Consolidated Station Concept. The proposed location for a consolidated station makes it inaccessible for both Magnolia and Queen Anne, especially when we have to take transit to get to there. Too many additional left hand turn lanes will make freight mobility a nightmare. The additional \$210 million cost, and lengthy construction closures of 15th Ave W make this concept unworkable for Magnolia.

Voters approved two stations in Interbay. We see no reason to settle for a single station that costs a lot more, and is difficult to access for the two neighborhoods it is supposed to serve.

Thank you for the opportunity to comment on the West Seattle-Ballard Link Extension.
Thank you very much for all your attention to this matter.

Sincerely,

David Kaplan

Magnolia Community Council
David Kaplan, President

Magnolia Community Council
3213 W. Wheeler Street, No. 500
Seattle, WA 98199
www.magnoliacommunitycouncil.org



February 19, 2023

Sound Transit Board
Sound Transit CEO
401 S. Jackson St.
Seattle, WA 98104

Via Email

Re: Preferred Alternatives for stations located in: 1. Ballard, 2. Interbay, and 3. Smith Cove

Dear Board Chair Constantine, members of the Board, and CEO Timm,

My name is Ben Broesamle and I'm writing today on behalf of Seattle Subway the selection of Preferred Alternatives for stations located in: 1. Ballard, 2. Interbay, and 3. Smith Cove. Seattle Subway requests the Sound Transit Board use following criteria for selection of Preferred Alternatives in Ballard, Interbay, and Smith Cove:

1. **Ballard:** While Seattle Subway regrets that a station located west of 15th Avenue NW in the heart of Ballard was not advanced for study and still hopes that it may still come to fruition, Seattle Subway requests that the Board select a Ballard Preferred Alternative that:
 - i. is located in the vicinity of 15th Avenue NW, not 14th Avenue NW (as displayed in the Tunnel 15th Ave Cost Savings refinements);
 - ii. has at least one station entrance constructed to the west of 15th Avenue NW that still maximizes the passenger throughput and operational feasibility of future expansions (as displayed in the Tunnel 15th Ave Cost Savings refinements);
 - iii. does not include station box construction in the NW Market Street right of way in order to improve the feasibility of a future east-west, Ballard to University of Washington light rail tunnel using the NW Market Street right of way (as displayed in the Tunnel 15th Ave Cost Savings refinement - **outside** right of way); and
 - iv. constructs connection points that can be used for direct connections to future east-west Ballard to University of Washington underground station.

2. **Interbay:** Seattle Subway requests that the Board select “Modified SIB-1 Alignment” straddling Dravus Street as the Interbay Preferred Alternative, saving \$30 million and reducing total travel times for riders using bus connections to reach this station by providing direct access on both sides of Dravus Street thereby reducing bus turning movements to access bus loading areas.
3. **Smith Cove:** Seattle Subway requests that the Board select “Smith Cove Station at Galer Street” (SIB-1) as the Smith Cove Preferred Alternative. This option provides closer access to cruise ships and the major employer in the area; and in tandem with the “Modified SIB-1 Alignment” at Dravus Street, improves overall bus connections compared to Smith Cove station locations north of the Magnolia Bridge.

Thank you very much for your consideration and, as always, we look forward to supporting Sound Transit’s endeavors to create a fully connected and thriving region.

Best Regards,

Ben Broesamle
COO, Treasurer
[Seattle Subway](#)

CC:
Seattle City Council
Sound Transit WSBLE Team
Sound Transit Meeting Comments



BOSA
DEVELOPMENT

**Bosa Development
Head Office**
1300 – 2025 Willingdon Ave
Burnaby BC V5C 0J3

tel 604 294 0666
fax 604 291 9120
toll free 1 877 294 2672
thinkbosa.com

February 21, 2023

Cathal Ridge
WSBLE Project
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Dear Mr. Ridge,

Bosa Development is the owner of the “Civic Square” property in Downtown Seattle, the full block west of City Hall bounded by Cherry and James Streets and 3rd and 4th Avenues. The site includes an above-grade entry to the existing Sound Transit Pioneer Square Station.

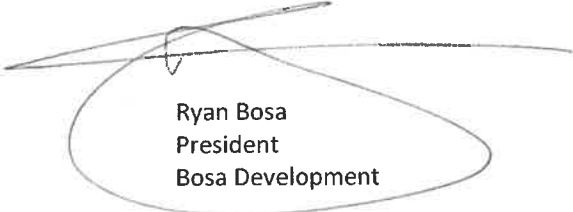
Bosa has obtained the permits necessary to commence construction of its project, a ___-unit mixed-use condominium tower with substantial public plazas on 4th Avenue, James Street and 3rd Avenue. Due to current market conditions, Bosa has paused its construction activities at the site, awaiting a more favorable environment for construction pricing and project financing. It is our intent to renew construction activities once these conditions improve.

In the meantime, we have noted that Sound Transit is evaluating modifications to the original plans for the Downtown to Ballard segment of its WSBLE project. Specifically, we understand that Sound Transit is considering a new option in which the proposed alternatives for the Chinatown/International District Station would be replaced by a new station in the vicinity of 4th Avenue and James Street.

This new station location would be immediately adjacent to our project site. Bosa has long supported transit-oriented development, and the location of the existing Pioneer Square Station entrance on our project site we saw as an important benefit. In this light, our temporary pause in construction provides an interesting opportunity to engage with Sound Transit to better understand this possible new station at 3rd and James and the ways in which this new transit plan could interact with our project.

For these reasons, we would look forward to the opportunity to initiate a dialogue with Sound Transit regarding our respective projects and whether mutual benefits could arise from the possible coordination and integration of our activities. We will contact you regarding this possibility and we appreciate your consideration of such coordination.

Sincerely,



Ryan Bosa
President
Bosa Development



Who is CORE? We are concerned neighbors who live in LFP, who are sharing information of ST3 and its impacts on our community.

Contact: info@lfpcore.org www.lfpcore.org

February 22, 2023

An open letter to the Sound Transit Board of Directors, Julie Timm, CEO, and John Henry, CFO, concerning the plans to build a 1.2-mile dedicated eastbound bus lane (BAT) in Lake Forest Park.

Over the past several months, Lake Forest Park residents and elected officials have attempted to make four points to the Sound Transit Board and Staff regarding the plan to build a 1.2-mile dedicated, eastbound BRT lane in Lake Forest Park, concerning:

- The significant loss of property and the probable and significant adverse environmental impacts to our City.
- The lack of meaningful engagement with the citizens of Lake Forest Park.
- Lake Forest Park City Council's request for Sound Transit to "pause the project here for 90 days" to study alternatives.
- Multiple requests from Lake Forest Park citizen groups to consider an alternative to a dedicated eastbound bus lane--build bus queue jumps (like the design on NE 145th Street) and signal priority along Bothell Way; redesign bus stops such that they are appropriate to neighborhoods, maximize tree conservation.

Our Ask:

The citizens of Lake Forest Park deserve more complete answers to our questions than the broad generalities provided to us by the Sound Transit Staff. Specifically, we are asking the Sound Transit Board to instruct the Staff to do the following:

- **Examine a third option. Specifically, instead of a dedicated 1.2-mile eastbound bus lane, utilize bus queue jumps (like the design on NE 145th Street) and signal priority along Bothell Way. Also, allow for smaller bus stop footprints at 153rd and 165th which have very small numbers of bus boardings. The presumption is this would substantially reduce construction costs, property takes and environmental impacts, while retaining 50%-80% of the transit time savings.**

Documentation:

The following write-up is derived from a series of documents obtained from the Sound Transit Website and through Public Records Requests. It details the enormous cost to taxpayers for the purpose of reducing the 522-bus transit time through Lake Forest Park on the afternoon weekday eastbound rush hour bus from South Shoreline Light Rail Station to Bothell by 2.3 minutes.

Assuming the figures used here are reasonably accurate compared to more current, undiscoverable cost analysis by City on the SR522/145th BRT, to us there seems to be a straightforward conclusion here. The gain--2.3 minutes estimated faster bus commute through Lake Forest Park--is not worth the pain. The enormous expense to obtain it, the fact that there that are much less expensive design



Who is CORE? We are concerned neighbors who live in LFP, who are sharing information of ST3 and its impacts on our community.

Contact: info@lfpcore.org www.lfpcore.org

alternatives, that Sound Transit has a multi-billion dollar "affordability gap," and that there is an obligation specified in the annual realignment review to look every year for cost-saving options to current plans all require the Sound Transit Board to Review the return on investment on this section of SR522/145th BRT running through Lake Forest Park to determine if there is a more cost-effective alternative. It is Sound Transit Board's fiduciary responsibility to the taxpayers as it is to the residents of Lake Forest Park, to act.

1. How did Sound Transit choose the current design (BAT lane and the "West Shift") for Lake Forest Park?

- In 2019 and 2020, Sound Transit reviewed three alternative design approaches here:
 - **March 2019:**
 - **Option 1: Refinement 1 Lake Forest Park "Safe Highways" Preferred.** This refinement calls for a 1.2-mile dedicated eastbound BAT lane running exclusively on the east side of Bothell Way.
 - **Option 2: Refinement Alignment 2. This refinement would have the eastbound BAT lane run about half the distance on Bothell Way, from NE 155th to just past 41st Street south, almost to the Town Center.**
 - **Early 2020:**
 - **Lake Forest Park "West Shift" design.** Sound Transit announced it was "considering a shift of roadway widening to the west side of SR 522 to reduce property impacts and ensure more residents can maintain access to their homes."
 - **June 2020:**
 - **Sound Transit selects refinement 1 with the "West Shift" design.** even though it acknowledges it "costs more," citing the following limited rationale:
 - Shifting the roadway widening to the west allows more property owners to stay in their homes and minimizes the overall change to the neighborhood."
 - They could avoid as many as "6 full property acquisitions".
 - "Making use of existing right-of-way reduces the need for property purchases."
 - "Widening SR 522 exclusively on the east side of the road between 38th Avenue NE and 41st Avenue NE in Lake Forest Park could cause significant impacts to driveways."
 - No documentation was discovered that explains the process or analysis done selecting the "Refinement 1" along with the "West Shift design change, analysis that examined:
 - Cost of property acquisitions (not right of way), including total private properties impacted (the number of partial and full), the total square footage required, and the estimated cost of acquiring the properties.
 - Construction costs and time to build.
 - Comparative reduction of bus transit times.
 - The number of tree removals required.
 - The need for, extent, and cost of retaining walls required for each design.



Who is CORE? We are concerned neighbors who live in LFP, who are sharing information of ST3 and its impacts on our community.

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- **September 22, 2021**, immediately after the completion of Sound Transit's "Realignment Process," the Board unanimously approved Resolution R2021-07 making SR522/145th BRT a "project to be built" at the cost of \$544mm.
 - Two years later, the cost had increased 25% to \$651 million, with warnings additional cost increases and delays were likely.

2. Lack of Public Engagement: Sound Transit Community Outreach efforts in Lake Forest Park.

- **Open Houses/Community Meetings:**
 - Only 2 Sound Transit SR 522/145th BRT Community Open House Meetings were held since the "West Shift" design decision, one in 2020 and another in March 2021. They generated 458 comments (emails, notes on yellow stickies, and written comments); only 47 people from Lake Forest Park attended the 2021 Open House.
 - Sound Transit announced plans to hold an Open House in Lake Forest Park on Wednesday, March 15, 2023 from 3-7 pm—an inconvenient time for parents and working people, guaranteeing limited participation at this open house.
- **Community Outreach:**
 - Sound Transit staff have continuously conflated legally required contacts with property owners concerning property acquisitions with "community outreach." Sound Transit Staff reported 550 inquiries received from residents and homeowners in Lake Forest Park over the past two years, providing no facts or figures as to the source or subject of the inquiries but suggesting many of these were related to property acquisitions.
- **SR522/145th BRT Elected Leadership Committee:**
 - The SR522/145th Elected Leadership Committee has not met since February 22, 2019. Of the members listed on Sound Transit's website, three of the five members no longer serve on their respective City Councils; two of the three Sound Transit Board members listed no longer serve on the Sound Transit Board. No meetings are currently scheduled.

How much is Sound Transit spending in Lake Forest Park to build SR522/145th BRT?

The document "Phase 1 Refinement Report" dated March 2019 (pg. 5.2) has breakouts of costs by City for "property acquisition" and "cost of construction and construction management."

- **It shows the disproportionate investment in Lake Forest Park.**
 - Of the estimated (adjusted for inflation) cost of \$145mm for property acquisitions, 67% is spent in Lake Forest Park.
 - Of the estimated cost of \$318mm construction and construction management, 49% is spent in Lake Forest Park.
 - Of the estimated \$464mm total cost of property acquisitions and construction) on SR522/145th BRT, 55% is spent on LFP.
 - It costs \$148mm per mile for roadway in Lake Forest Park, 2.8 times the average for the entire SR522/145th BRT.



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- It costs \$109mm per minute of saved bus transit time in Lake Forest Park (2.3 minutes), 2.1 times the average for the entire SR522/145th BRT.

PM Weekday 3 Hour Peak Commute Bus Transit Time Saved No Build vs Build 2042										
City	Property Acquisition and Permits	Percent Property Acquisition & Permits	Total Cost Constructin & Construction Mgmt	Percent Construction & Construction Mgmt	Total Cost	Percent Total Cost	Miles of Roadway	Transit Time Saved (Minutes)	Total Cost Per Mile of Roadway	Cost Per Minute Saved
Seattle/Shoreline	\$45,351,120	31%	\$63,445,900	20%	\$108,797,020	23%	1.4	9.7	\$77,712,157	\$11,160,665
Lake Forest Park	\$97,370,700	67%	\$155,760,500	49%	\$253,131,200	55%	1.7	2.3	\$148,900,706	\$109,895,820
Kenmore	\$0	0%	\$13,956,700	4%	\$13,956,700	3%	3.3	1.7	\$4,229,303	\$8,225,886
Bothell	\$2,399,900	2%	\$85,755,650	27%	\$88,155,550	19%	2.2	1.9	\$40,070,705	\$45,962,226
Total	\$145,121,720	100%	\$318,918,750	100%	\$464,040,470	100%	8.6	15.7	\$53,958,194	\$29,620,278

- In addition, 54% of the 204 homes and business owners on SR522/145th BRT required to give up all or part of their property are in Lake Forest Park accounting for 67% of the total cost of property acquisitions and permits.

How much does the dedicated 1.2-mile eastbound bus lane in Lake Forest Park contribute to the estimated 15.7-minute reduced bus transit time during the eastbound PM weekday rush hour bus trip from the South Shoreline Light Rail Station to Bothell?

- The spreadsheet **SR522BRTBus2024and2042NoBuildandBuildTravelTimesummary.xlsx** has detailed transit time estimates by intersection "build Vs. no-build" for PM weekday peak hours. It shows:
 - Lake Forest Park contributes an average of 2.3 minutes (15%) to the total 15.7 minutes, **with an eastbound BAT Lane.**
 - 62% (9.7 of the 15.7 total minutes saved) occurs in the 145th St section, **which has no BAT lanes.**
 - 50% (7.9 minutes) of the total 15.7-minute faster bus transit time is saved in the 13 blocks from the South Shoreline Light Rail Station to NE 145th St and 15th Ave NE, where there is no BAT lane.
 - Without BAT lanes**, the bus's average speed on 145th increases 133% from 4.8 MPH (no build) to 11.2 MPH (with build). **With an eastbound BAT lane**, the bus speed in Lake Forest Park increases 33% from 10.7 MPH/no build to 14.2 MPH w/build.



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Time Saved Between Intersections, Eastbound Weekday PM Peak Hours.				
Intersection	Transit Time Saved (min)	% of Transit Time Saved	Cumulative Time Saved	City
Start: 5th/148th	-	-	-	Seattle/ Shoreline
145th/15th	7.9	50%	50%	Seattle/ Shoreline
145th/30th	1.9	12%	62%	Seattle/ Shoreline
Bothell Way/ 153rd	0.5	3%	66%	Lake Forest Park
Bothell Way/ 165th	0.9	6%	72%	Lake Forest Park
LFP/Bothell Way	0.8	5%	77%	Lake Forest Park
Bothell Way/61st	0.4	3%	79%	Kenmore
Bothell Way/68th	0.2	1%	81%	Kenmore
Kenmore P&R	0.1	1%	82%	Kenmore
98th/182nd	1.0	6%	88%	Kenmore
185th/104th	0.8	5%	93%	Bothell
UWB	1.1	7%	100%	Bothell
End: Beardslee/195th	-	-	-	Bothell
Total	15.7	100%	100%	

What is the status of SR522/145th BRT? Based on the Agency Progress Report Capital Programs published December 2022, pg. 168:

- The current forecast for (SR522/145th BRT) completion is Q4 2027, or a total of 10 months past the Sound Transit Board realignment milestone. The realignment schedule is aggressive, *and staff have routinely informed the Board that the current schedule is inconsistent with the target and affordable schedule.*

It's not too late to compare the cost and benefit of the Queue Jump Proposal to the current 60% Design Package with an analysis of the real impacts to our City: tree removal, continuous tall retaining walls, property acquisitions and roadway noise. The Sound Transit Board has a fiduciary responsibility it has so far failed to exercise. It has the obligation outlined in the annual realignment process to step in now and to do the right thing for taxpayers, transit riders, and the City of Lake Forest Park.

Jeff Snedden
 15415 Beach Dr. NE
 Lake Forest Park WA 98155
jsnedden@msn.com
 206-240-6066

Documents used in this report:

- **SR 522/NE 145th Bus Rapid Transit (BRT) Phase 1 Refinement Report FINAL March 2019.** Page 5.2 presents City by city cost breakouts.
- **SR522BRTBus2024and2042NoBuildandBuildTravelTimesummary.xlsxs** shows bus travel times build Vs. no build scenarios by bus stop.



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- **AE 0055-17 6.2.1 Transportation Technical Memorandum, March 2021**, provides detailed information for each City concerning build Vs. no-build scenarios for transit times and LOS (length of service).
- **Agency Progress Report Capital Programs published December 2022, pg. 168.**



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February 22, 2023

An open letter to Julie Timm, ST CEO, John Henry, ST CFO, Bernard Van De Kamp, ST3 Program Executive, and Sound Transit Board of Directors, the Lake Forest Park City Council and Mayor, and City Administration regarding Sound Transit's plans to construct a 1.2-mile, dedicated EB bus lane in Lake Forest Park as part of the SR522/145th BRT project:

We are a small community of nearly 14,000 residents. Many of us live here for a close relationship with nature. This is very important to us. We are writing to you because of the need for more transparency, meaningful analysis, and meaningful community outreach, other than acquisition outreach, that has transpired in designing the SR522/145th BRT project for Lake Forest Park. This project, currently at the 60% design stage, could destroy our community. **We ask Sound Transit to modify the design to save our City, reducing impacts and costs.**

Between 2019 and June 2020, the Bothell Way's alignment shifted from its current centerline to the west, impacting 110 residents and the greater Lake Forest Park Community. Sound Transit never informed us of the magnitude of this shift or the impacts created by this "West Shift." The "West Shift" changes the character of our community. It divides our community along the lines of wealth and impacts our environment. It is a flawed plan. It is not equitable. It is not environmentally responsible. The designers of this transportation project have focused solely on creating a Business Access & Transit Lane (BAT) lane, disregarding all other aspects. This plan does not address the concerns of our community. Nor does it consider the most likely alternative to the BAT lane: Queue Jumps, which achieve nearly the same transit time savings. Sound Transit has designed Queue Jumps for NE 145th Street, where Seattle prohibited BAT lanes. **We ask Sound Transit to modify the design and compare the cost and efficiency of Queue Jumps to the dedicated BAT lane: reducing tree removals, the need for walls and property acquisitions, and cost.**

The current plan removes 490 trees along the alignment, deforesting Bothell Way. With this expansion, the highway moves approximately 10'-12' closer to the west side homes, blading 60,000 square feet of backyards. There is no plan for noise mitigation. Instead, on the west side of Bothell Way, there are concrete retaining walls (up to 16' tall) along nearly the length of the alignment. These retaining walls create a concrete corridor that bounces sound eastward across the highway and up the westward embankment. On the new sidewalk next to the road, the sound exceeds 80 decibels. Buses will run every 10 minutes, up and down on both sides of Bothell Way, totaling 220 trips daily. Sound Transit's SR522 Noise and Vibration Study did not sample sound along the alignment in the most impacted residential areas. The report was completed before the "West Shift." Sound Transit's plan for widening the highway on the east side of Bothell Way shows that at Bsche'tla Creek, the steep banks of the creek and the buffer zones are "cleared and grubbed," removing of over 28 trees, blading the understory, making this slide-prone area more unstable. This construction impacts habitat and nearby businesses, requiring more property on the east side of Bothell Way, south of 155th Street NE, past the bridge.

Regarding budget, this project is the most expensive cost per mile in ST3. The price tag for ST3 ranges from \$626 million to \$651 million. Of the 205 total property acquisitions, 110 are in Lake Forest Park. Sound Transit budgeted \$83 million for the property acquisition costs in LFP. The overall cost for SR 522 NE 145 BRT is over \$250 million, or 40% of the total ST3 budget. This build saves only 2.3 minutes in transit time during rush hour.

We support transit. We request a more equitable, sustainable, and contextual design that we can all be proud of when this Project is completed, and it becomes our legacy for the next 100 years.

Vicki Scuri, CORE, 15004 37th Ave NE, LFP 98155



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KEY DATES:

Sound Transit reviewed three alternative design approaches to the Lake Forest Park section of ST3, SR522/145th BRT, neglecting to explore a fourth: Queue Jump Bypasses. They are:

a. March 2019:

- **Option 1: Refinement 1 Lake Forest Park “Safe Highways” Preferred.** This refinement calls for a 1.2-mile dedicated eastbound BAT lane running exclusively on the east side of Bothell Way.
- **Option 2: Refinement Alignment 2.** This refinement would have the eastbound BAT lane run about half the distance on Bothell Way, from NE 155th to just past 41st Street S/south of Brookside Blvd.

b. June 2020:

- **Option 3: Lake Forest Park West Shift.** Sound Transit announced it was “considering a shift of roadway widening to the west side of SR 522 to reduce property impacts and ensure more residents can maintain access to their homes.” Formalized in late 2020 and became the design reflected in the 30% and 60% design documents.

c. TBD:

- **Option 4: Queue Jump Bypasses:** never studied, although Queue Jumps are considered and implemented for NE 145th Street in lieu of a continuous BAT lane, due to the limitations of the corridor width and adjacent buildings.

The “West Shift” was developed without community interaction or full analysis of the impacts compared to other options:

- Cost of property acquisitions, including total private properties impacted (partial and full), the total square footage required, and the estimated cost of acquiring the property.
- Cost of construction and time to build.
- Potential reduction of bus transit times.
- The number of tree removals required.
- The need for, extent and cost of retaining walls required for each design.

In June 2020, Sound Transit decided the “West Shift” design was the best approach, citing the following:

- “Shifting the roadway widening to the west allows more property owners to stay in their homes and minimizes the overall change to the neighborhood.”
- They could avoid as many as “6 full property acquisitions.”
- “Making use of existing right-of-way reduces the need for property purchases.”
- “Widening SR 522 exclusively on the east side of the road between 38th Avenue NE and 41st Avenue NE in Lake Forest Park could cause significant impacts to driveways.”

These assumptions are erroneous. The “West Shift” negatively impacts homeowners on both sides of the highway with 266 trees removed on the east side (largely due to front yards to be paved as new turnaround driveways), increasing the square footage of impervious surfaces. Similarly, on the west side, a 16’ wide swath, beginning at 38th Ave NE and ending across the street from 41st Avenue NE, blades nearly 4,000 linear feet of all vegetation, including 226 trees, replacing the trees with a monotonous concrete wall.



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CONCERNS:

Without meaningful analysis of the “West Shift” or any alternatives, the plan was presented to the ST Board on September 23, 2021, as Resolution R2021-07 and unanimously approved.

This decision was followed by Sound Transit's "Realignment Process," which addressed the \$5.8 billion systemwide "affordability gap." At the September 23, 2021 Sound Transit Board Meeting, the staff presented an estimated cost for SR522/145th BRT at \$544 million. Less than a year later, the cost increased 25% to \$651 million, with the completion date of the project pushed out to 2027, a six to twelve-month delay.

How much transit time is saved with this build? In Lake Forest Park: 2.3 minutes.

We ask: Is the pain worth the gain? Is this a fiscally responsible solution? Are there better alternatives?

See the chart below for a breakdown of the estimated time savings:

Bus Transit Time Savings Build Vs. No Build in 2042 by City for the PM, weekday, 3-hour peak times (rush hour). Breakout down per City, of Sound Transit staff’s forecast of 15.7 minutes faster bus travel time over the 8-mile corridor as a result of SR522/145th BRT

PM Weekday 3 Hour Peak Commute Bus Transit Time Saved No Build vs Build 2042									
City	Time Saved (minutes)	% Time Saved	Estimated Construction and Property Acquisition Costs by City	% of Costs by City	Cost Per Minute of time saved	Index Cost Per Minute Saved	Miles of Roadway	Cost Per Mile of Roadway	Index of Cost Per mile of roadway
Seattle/Shoreline	9.7	62%	\$ 108,797,020	23%	\$ 11,160,665	0.4	1.5	\$ 72,531,347	1.3
Lake Forest Park	2.3	15%	\$ 253,131,200	55%	\$ 63,003,970	2.1	1.2	\$ 210,942,667	3.6
Kenmore	1.7	11%	\$ 13,956,700	3%	\$ 8,225,886	0.3	3.6	\$ 3,876,861	0.1
Bothell	1.9	12%	\$ 88,155,550	19%	\$ 45,962,226	1.6	1.7	\$ 51,856,206	0.9
Total	15.7	100%	\$ 464,040,470	100%	\$ 29,620,278	1.0	8	\$ 58,005,059	1.0

- Of the 15.7-minute faster bus transit time, Lake Forest Park’s 2.3 minutes is 15% of the total bus transit time saved.
- 62% of the total bus transit time saved is on the 1.5-mile section from the 145th St section from the Shoreline South Light Rail station to Bothell Way, a section with no BAT Lanes.
- It costs \$63 million in Lake Forest Park per minute saved, 2.1 times more than the average for the entire corridor.
- It costs \$210 million in Lake Forest Park per mile of roadway, 3.6 times more than the average for the corridor.

Last December, the Lake Forest Park City Council passed a resolution asking the Sound Transit Board to pause design work and to analyze other alternatives for Lake Forest Park. On January 26, 2023, at the Sound Transit Board Meeting, staff declined the pause, arguing it is “critical to keeping HWY522/145th on track in terms of schedule and cost control.” The Sound Transit Board unanimously agreed.

We disagree. We ask Sound Transit to apply the approach employed on NE 145th Street, implementing queue jumps, with signal priority and swift boarding, and that they reduce the size of the bus stops at 165th Street NE and 153rd Street NE to be an appropriate scale for our residential neighborhood, where bus boarding is significantly lower. We remain hopeful that there is a solution here, but it requires Sound Transit to refine and redesign this project in partnership with our City and our Community.

LAKE FOREST PARK

SR 522 NE 145 BRT

Removes 490 Trees
261 East Side & 229 West Side



Bothell Way Today Before SR 522 NE 145 BRT

This Variable Height Wall Up to 16' High Is Continuous Along the West Side of Bothell Way

These Trees Are Removed



Bothell Way Deforested After SR 522 NE 145 BRT

NE 165th Street Today
"a green village"



NE 165th Street After NE 145 BRT
"a concrete corridor"



Concrete Walls Up to 16' Tall Dominate the Corridor



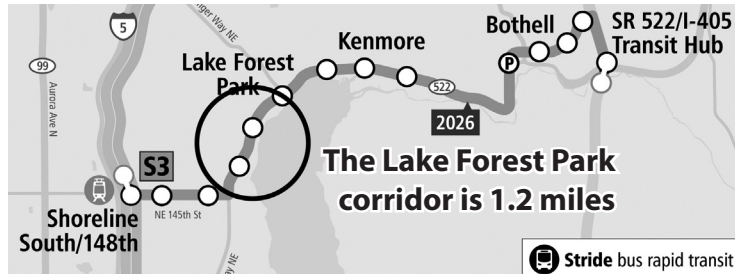
For More Information See:
www.lfpcore.org



HELP SAVE LAKE FOREST PARK

Our Trees Define Our City We Support Transit

Stride S3 is Sound Transit's proposed new bus line serving Shoreline, Lake Forest Park, Kenmore, and Bothell; connecting to the new Link light rail station at Shoreline South/148th. SR522/NE 145 BRT is the 1.2 mile segment in Lake Forest Park.



As documented in the 60% Contract Documents, SR522/NE 145 BRT will deforest Bothell Way, removing almost 500 trees and over 500 shrubs along the 1.2-mile corridor through Lake Forest Park.

This "West Shift" requires expansive, monotonous concrete retaining walls on the west side of Bothell Way, creating a barren concrete corridor, generating more a highway noise on both sides of the highway.

We ask the City and Sound Transit for a better design that would provide the needed rapid transit upgrade while benefiting all.

When planning Stride S3, between 2019 and 2020, the City and Sound Transit initiated the "West Shift" of Bothell Way, without informing the impacted residents along the alignment. This shift requires blading, cutting down trees and shrubs in 60,000 square feet of private property (our neighbors' backyards) to move the highway closer to their homes. Sound Transit's Noise Report is deeply flawed, failing to sample sound near the most impacted homes and businesses. Sound Transit has no plans for noise mitigation, landscaping at the wall or sound walls.

At Bsche'tla Creek, Sound Transit's Plan clears steep hillsides and landscape buffers, removing trees, destroying habitat, and creating risks for landslides.

Lake Forest Park has only 1.2 miles of the 9 mile project, yet it costs 40%+ of the overall budget, with 110 property acquisitions out of the total of 205 taken over five cities. This costs \$250 million or more for 2.3 minutes of bus transit time savings.

THERE IS A BETTER WAY

We are Citizens Organized to Rethink Expansion (CORE), a group of Lake Forest Park community members concerned about Stride S3's impact on the future of our City. We ask our City for their support.

We propose that Sound Transit use Bus Queue Jumps (bypasses) instead of a dedicated bus lane through our City. Bus Queue Jumps are special bus lanes, placed only at congested intersections, that give buses a head start over traffic.

Bus Queue Jumps allow for significantly improved bus service without a new dedicated full bus lane along Bothell Way. This will reduce the need for walls, as the road will not have to be widened along the full length of Bothell Way, reducing costs and impacts while helping to save our trees and our City.

OUR ASK OF THE SOUND TRANSIT BOARD

As citizens of Lake Forest Park, we deserve more complete answers to our questions than the broad generalities provided to us by Sound Transit staff.

We deserve a better, more equitable design.

We ask Sound Transit to do the following:

- Examine another option: instead of a dedicated 1.2-mile eastbound bus lane, utilize queue jumps (like the design for 145th Street) and signal priority. Also, allow for smaller bus stop footprints at 153rd and 165th Streets. This would substantially reduce construction costs, property takes and environmental impacts while retaining 50%-80% of the 2.3-minute transit time savings.
- Hold a community-wide meeting and invite all of Lake Forest Park to evaluate the 60% design in comparison to the proposed modifications, comparing costs, time savings, and impacts.

WHAT YOU CAN DO / CALL TO ACTION

- **Sign our Petition:** <https://www.change.org/StopDeforestationofLFP>
- **Attend the CORE Community Meeting from 7pm-9pm on March 7th at Lake Forest Park Elementary:** 18500 37th Ave NE, LFP
- **Attend the 60% Sound Transit Drop In Open House from 3pm-7pm on March 15th at Brookside Elementary:** 17447 37th Ave NE, LFP
- **Contact the City of LFP and Sound Transit Board**

If you would like to learn more, have any questions or would like to stay in touch, please email CORE at:

info@lfpcore.org