



UWAJIMAYA

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April 28, 2022

VIA EMAIL

West Seattle and Ballard Link Extensions Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104
Email: WSBLEDEIScomments@soundtransit.org

Re: Uwajimaya - West Seattle and Ballard Link Extensions Draft Environmental Impact
Statement Comment

Dear Ms. Swift:

Uwajimaya Inc. wishes to provide the comments below on the West Seattle and Ballard Link Extensions (WSBLE) Draft Environmental Impact Statement (DEIS).

Uwajimaya is deeply invested in Seattle's Chinatown-International District (CID). As you are likely aware, our family-owned business has served the Puget Sound community for nearly 100 years. We own and operate the iconic Uwajimaya Asian Food and Gift Market, which serves as a cultural anchor in the community. In addition to the market, Uwajimaya owns several other properties that similarly contribute to the cultural and historic vitality of the CID. All of these properties are located immediately adjacent to the proposed CID Station Alternatives for the WSBLE. That means Uwajimaya, as a major landowner and key stakeholder in this important Seattle neighborhood, is part of a fabric of numerous businesses, neighbors and community organizations who will experience significant adverse impacts from the WSBLE CID Station Alternatives.

We support the transit mission of the WSBLE and appreciate Sound Transit's efforts to date. The DEIS reveals, however, that impacts to this historically marginalized community have not been adequately analyzed or mitigated. **We ask that Sound Transit extend the current timeline for identifying a preferred alternative for the CID Station and use this additional time to conduct a more thorough, inclusive analysis of impacts.** In the unfortunate event Sound Transit proceeds with its current timeline, we implore Sound Transit to select the CID-1a/4th Avenue Shallow option as the preferred alternative.

Even based on the limited analysis provided to date, it is clear that this is the only option that avoids crippling effects on the CID community. In support of these requests, below we detail Uwajimaya's historic and unique role in the CID, the special features of our neighborhood, our profound concerns regarding the inadequacy of the DEIS, and our proposed course of action.

I. Uwajimaya History and Current Role

Uwajimaya is a long-standing, family-owned business that not only operates the iconic Uwajimaya Market but also serves as a source of stability and familiarity for the Asian minority populations who live in and visit the CID, and who are integral to the neighborhood's history and identity. The first iteration of Uwajimaya was opened by the Moriguchi family in 1928 when Fujimatsu Moriguchi sold homemade fishcakes and other Japanese staples from the back of his truck to Japanese laborers working in the Tacoma area. Mr. Moriguchi and his wife, Sadako, then opened a small store in downtown Tacoma that continued to operate until the Moriguchi Family was sent to the Tule Lake internment camp in California during World War II. In 1945, after being forced to rebuild their business following the war and internment, the Moriguchi Family relocated and opened a new market in Seattle on South Main Street. In the 1960s, Uwajimaya expanded its vision by providing products from other Asian countries. Uwajimaya's success led to the opening of stores in other locations and the relocation of the Seattle store to its flagship location at 5th Avenue South and S Weller Street in the CID. Uwajimaya is still owned and operated by the Moriguchi Family to this day.

It is widely acknowledged that ancestral food plays a critical role for people of color to sustain their cultural identity. Uwajimaya is a bridge connecting our local Asian communities to their cultural identities through their ancestral foods and culinary practices. Uwajimaya is the largest retail business in the CID and one of the largest Asian markets in the Puget Sound, serving 2,500-4,000 customers daily. For the Asian community, Uwajimaya is considered a "taste of home" with unique and treasured ingredients not generally available in other grocery markets in the area. For those not of Asian descent, Uwajimaya is an opportunity to explore Asian culture and learn about other parts of the world.

Uwajimaya further fosters the cultural identity of the CID by hosting and sponsoring events throughout the year. For example, Uwajimaya hosts the annual summer festival, Natsu Matsuri, which brings more than 1,000 people to the CID. Uwajimaya also supports in-store events such as food fairs and cooking demonstrations, as well as neighborhood festivals such as Lunar New Year Celebrations, the Night Market, and Dragon Fest.

Beyond cultural benefits to Uwajimaya patrons and visitors, Uwajimaya also plays an important economic role with distinct benefits to people of color. Uwajimaya employs more than 100 people in the CID and more than 450 people companywide. People of color make up more than 80% of our workforce. Uwajimaya also includes a food hall with 12 independent food stalls that create additional jobs for individual tenants, most of whom are also people of color.

This economic impact extends beyond Uwajimaya Market to businesses that operate in adjacent properties owned by Uwajimaya. In addition to the Market, Uwajimaya owns the block bounded by S King Street, 6th Avenue S, S Weller Street and 5th Avenue S, known as the Uwajimaya North Block, which

includes the Nagomi Plaza. In 2016, Uwajimaya rehabilitated the 1928 Publix Hotel located on the Uwajimaya North Block with, in part, five commercial tenants. Three additional commercial tenants along with public parking are located in the Nagomi Plaza on the Uwajimaya North Block on the corner of 6th Avenue S and S Weller Street. These commercial tenants range from small minority owned local treasures, such as Hood Famous Cafe + Bar, to world renown businesses, including Iron Chef Morimoto's Momosan Ramen & Sake bar.

Uwajimaya's properties also provide much-needed housing in the CID. Uwajimaya's revitalization of the Publix Hotel includes 125 apartments, 20% of which provide affordable housing through the City's Multifamily Tax Exemption (MFTE) program. Uwajimaya also co-developed the Uwajimaya Village development, which included 176 apartments in 2000 and similarly used the MFTE program to provide 20% of the available units as affordable housing. Continuing this commitment to develop housing in the CID, in 2020 Uwajimaya began design and feasibility studies on two of our parking lot locations for potential innovative mixed-use projects that would collectively result in hundreds of thousands of square feet of new housing and commercial space.

The Moriguchi Family – a local family of color with a multi-generational legacy that endured internment – intends to continue our role as a steward of the cultural identity of the CID through thoughtful design, housing and commercial offerings, through both development and long-term ownership of property. The Publix Hotel rehabilitation utilized Federal Historic Preservation Tax Credits to renovate and extend the life of the contributing building within the National Register Historic District. Our plans to use our property to further develop housing and commercial activity in the CID are now on hold due to the potential impacts of the WSBLE, which include the possibility of Sound Transit condemning the Uwajimaya properties, as detailed below.

II. Features of the Chinatown-International District

The unique characteristics of the CID and its population demonstrate why Uwajimaya plays such a significant role in anchoring the cultural identity of this community. Sound Transit and City of Seattle's Racial Equity Toolkit Report (Current Draft, Feb. 2022) (**RET**) provides the following remarkable summary:

The C-ID station area is the only station area densely populated by communities of color in the WSBLE project corridor. A majority of C-ID residents are of Chinese ethnicity, but there are also sizable communities of residents of Japanese, Vietnamese, Korean and Filipino ancestry. People of color account for approximately 65% of the population, as compared to a citywide average of 34%, and more than half speak a language other than English at home. Approximately 82% of C-ID residents are renters, far higher than the city average of 53%, and 80% of housing units within a 10-minute walkshed of proposed station areas are rent-restricted or subsidized rental units. The median household income currently stands at \$33,500 per annum, approximately half the citywide median, and approximately 30% of households fall below the federal poverty level. The area also has higher-than-average proportions of elderly and disabled residents, and based on a 2020 C-ID Healthy Community Action Plan study, people living and working in the C-ID are less

healthy than those in other neighborhoods in Seattle and King County, with an average lifespan seven years shorter than that of most well-off communities.¹

These residents are the heart of the CID and the heart of Uwajimaya. In turn, Uwajimaya provides a cultural backbone that binds these individuals to each other, their communities, and their heritage. Each statistic cited in the RET makes it clear that the decision regarding where to locate the CID Station is an equity decision – equity in terms of race, income, housing status and health. Sound Transit should select an alternative that considers and accounts for these equity issues and avoid selecting an alternative that creates greater disparity and further harm to this historically under-resourced community.

Uwajimaya and the CID also provide non-Asian communities the opportunity to experience aspects of Asian culture that are not widely shared throughout the region. As a result, Uwajimaya and the CID facilitate diversity awareness, cultural connectedness and inclusion. In light of recent horrible instances of discrimination against people of Asian descent following the outbreak of COVID-19, inclusionary spaces and opportunities to celebrate Asian culture are critically important. Uwajimaya and the CID are arguably the regional epicenter for residents and visitors to educate and immerse themselves in Asian traditions to gain appreciation and respect for these beautiful heritages.

Despite the critical role this region plays in our community’s fabric, historically, the CID has disproportionately been subjected to adverse impacts from infrastructure projects in the area. This history goes back to the construction of rail lines that support King Street and Union Station, the evolution of I-5 and the construction of I-90 and SR-99. More recently, the Alaskan Way Viaduct Replacement Project, the Elliott Bay Seawall Replacement Project, the First Avenue Water Main Replacement Project and the Seattle Streetcar Project have all disproportionately impacted the CID. Cumulatively, these projects have kept the CID and neighboring Pioneer Square District in a state of near constant construction and upheaval. Some of these projects were unavoidable in terms of location, but the same is not true for the CID Station. Sound Transit still has the opportunity to thoughtfully consider and intentionally select a location that minimizes harm to the CID, its residents and businesses, and the broader community.

III. Inadequate Environmental Impact Analysis

The DEIS presents two Alternatives – the 4th Avenue Alternative, with a shallow (CID-1a) and deep option (CID-1b), and the 5th Avenue Alternative, with a shallow (CID-2a), shallow diagonal (CID-2a),² and deep option (CID-2b). Although the DEIS does not identify a preferred alternative, the environmental analysis indicates Sound Transit’s unstated preference for the 5th Avenue Shallow Alternative, particularly the CID-2a diagonal option. This is evidenced by the skewed analysis that underreports the comparative benefits of the 4th Avenue Alternative, while downplaying the adverse impacts of the 5th Avenue Alternative. **Although we maintain the DEIS does not adequately analyze**

¹ RET, p. 8, *see also* DEIS, §4.3.4.1.2, Table 4.3.4-1.

² As an administrative matter, the DEIS evaluates the CID-2a shallow and CID-2a shallow diagonal largely without any clear distinction between the two, even though the proposed stations are in two distinct locations and therefore logically have distinct impacts. In most of the DEIS, the analysis of the CID-2a option does not distinguish between the shallow and the shallow diagonal alternatives. That the DEIS does not consistently analyze the CID-2a shallow diagonal with specificity is an obvious error.

the environmental impacts of any of the CID Alternatives, the information provided to date confirms the 5th Avenue Alternative options would once again marginalize this important minority community. These options would further displace the cultural and societal benefits that the CID and Uwajimaya currently provide – and plan to provide more broadly in the near future, if the siting of the CID Station does not prevent them from occurring.

A. Connectivity

The DEIS states the purpose and need for the WSBLE is to “provide fast, reliable light rail in Seattle and connect dense residential and job centers throughout the Puget Sound region...”³ This opening purpose statement highlights that connectivity is the critical goal of the WSBLE and should therefore guide station selection. The WSBLE Station Planning Progress Report (a “complement to the DEIS”) provides a succinct summary of connectivity for each CID Alternative. Regarding the entrances and connectivity to the 4th Avenue Alternative options, this report states “[t]he west entrance would offer convenient access to Pioneer Square, trains at King Station, and buses on the west side of 4th Ave S, while the east entrance would enhance Union Station as a gateway to the Chinatown-International District and offer convenient access to the existing light rail station, buses on the east side of 4th Ave S, and the S Jackson St buses and streetcar.”⁴ In comparison, the same type of summary in the report for the 5th Avenue Station entrances and connectivity states “[t]he new station entrance would be convenient to the S Jackson St buses and streetcar and adjacent to existing and planned bike routes on 5th Ave S and S King St.” – and that is it.⁵

The length of these descriptions speaks for itself, and a review of the design concept plans for each Alternative confirms the 4th Avenue Alternative provides greater connectivity within the community in comparison to the 5th Avenue Alternative.⁶ The RET also acknowledges the cumulative, but disjointed, transit centers in the CID and Pioneer Square that created a transit hub suffering from a lack of cohesion and connection.⁷

These acknowledgements of the need for connectivity and the greater benefits offered by the 4th Avenue Alternative are raised in the “complementary” documents to the DEIS, but not meaningfully discussed and analyzed in the actual DEIS. Instead, the DEIS focuses on temporary, individualized impacts to transit facilities and roadways during construction, and a few permanent impacts, all of which Sound Transit notes can be mitigated or addressed as riders begin using WSBLE more frequently, or other forms of transit.⁸ The DEIS therefore provides an incomplete analysis of connectivity impacts.

To remedy this deficiency, Sound Transit should delay its selection of a preferred alternative until after an adequate analysis is conducted. If Sound Transit disagrees and concludes it has met its obligations under SEPA to fully evaluate the transportation impacts of these alternatives, including

³ DEIS, §1-1.

⁴ WSBLE Station Planning Progress Report, p. 97.

⁵ *Id.*, p. 106.

⁶ DEIS Appendix J, p. 133-47.

⁷ RET, p. 10.

⁸ *See e.g.*, DEIS, §3.12.3.1.3, §3.13.3.1.2.

specifically impacts to connectivity, then Sound Transit should select the 4th Avenue Alternative because it provides far superior connectivity in comparison to the 5th Avenue Alternative, which, as noted above, is a top priority for Sound Transit.

B. Property Acquisition and Displacement

The DEIS also fails to adequately evaluate property acquisition and displacement impacts. The DEIS notes the 5th Avenue Shallow Alternative would result in acquisition of 16-19 properties. But it does not clarify or consider that several of these properties are located in the cultural heart of the CID and owned by people of color.⁹ For example, the 5th Avenue Shallow Alternative would result in acquisition of the Uwajimaya North Development Lots.¹⁰ Located directly at the Historic Chinatown Gate, the Uwajimaya North Development Lots – which were recently contemplated for redevelopment by a local family of color, who have proven to be committed, multi-generational stewards of this cultural epicenter – will instead become a cut-and-cover construction site, presumably later to be redeveloped by someone, chosen by Sound Transit, through its surplus property disposition procedures. In stark contrast to the Moriguchi family, Sound Transit is a governmental entity without cultural connections and personal investment in this community. Even if Sound Transit is well intentioned about conveying its surplus property, the mere fact of taking private land from this community after all it has been through is shocking to consider. To say this is an unmitigable impact is an understatement.

During the years of CID Station construction, the Historic Chinatown Gate would be covered for protection.¹¹ The symbolism of Sound Transit literally covering up the Historic Chinatown Gate so that it can acquire CID property – from people of color – and strip this unique community of its historic identity would be a significant misstep and a repeat of historic public-project mistakes that we urge Sound Transit not to make. Sustaining community ownership of property is an invaluable metric that should be considered to the greatest extent possible, particularly in under-resourced communities like the CID.

The DEIS also explains construction staging will occur throughout identified construction limits and additional temporary construction easements may also be needed, but locations for these easements have not been identified.¹² The DEIS then further clarifies that “[w]ith the exception of potential temporary relocations needed for construction of the Alternative CID-2a diagonal station configuration, temporary construction easements would not permanently displace existing uses and are not anticipated to substantially disrupt existing uses, except where noted in Section 4.3.1.3.”¹³ The DEIS then concludes this topic by indicating the CID-2a diagonal station could result in permanent displacement of 8 businesses, but does not actually indicate which businesses or parcels would be impacted by the need for these unknown “temporary” construction easements and “temporary” relocations. Thus, although the DEIS purports to consider these impacts, the public is left with no idea where these very significant impacts might occur. Given the CID-2a diagonal station location within the heart of the CID, we can

⁹ DEIS, §4.3.1.4, Table 4.3.1-2, Appendix L4.1.

¹⁰ *Id.*

¹¹ DEIS, §4.3.4.4.3.

¹² DEIS, §4.3.1.4.

¹³ *Id.* (Emphasis added.)

safely assume that these easements and relocations would similarly be located in and impact the heart of the CID.

The DEIS acknowledges the general cultural impact of displacement and construction on the community, to some extent, and confirms that the 5th Avenue Alternative options would cause the greatest impacts. Conversely, the DEIS states the 4th Avenue Alternative, shallow and deep options, “would not displace buildings within the heart of the CID neighborhood. These alternatives would place the new station entrances along the existing 4th Avenue corridor and a block farther away from the heart of the community.”¹⁴ With respect to the 5th Avenue Alternative, the DEIS explains these options “would have the most business displacements... would displace some buildings and businesses at the edge of the neighborhood for station entrances... [and t]hese displacements may include businesses important to the community because of the history, strong cohesion, and long-standing community connections in the neighborhood.”¹⁵ The DEIS further explains that “[c]onstruction of the station entrances and other surface components would result in localized construction areas within the CID, and the community would experience construction noise, visual changes, and detours as these elements of the project are built. [The 5th Avenue Alternative] would place these potential construction impacts closer to the community than [the 4th Avenue Alternative].”¹⁶ The DEIS also notes the 5th Avenue Shallow option would result in adverse access impacts directly on Uwajimaya, but it asserts, with little explanation, the 5th Avenue diagonal option will not create these impacts. Sound Transit proposes working with Uwajimaya to provide mitigation, but no discrete mitigation is identified in this context, nor does the DEIS specifically address any other displacements.

The DEIS analysis and mitigation to address impacts from acquisitions and displacements is inadequate and does not include the unique consideration that should be afforded to the CID. After decades of marginalization by other public projects and government decisions, the CID now is in the unenviable position of once again being disproportionately impacted by acquisitions and displacements in comparison to all other WSBLE station communities. Rather than repeating history with another culturally insensitive project in the CID, Sound Transit should further evaluate these important impacts, define specific and meaningful mitigation, and do so with the due consideration for – and participation of – this unique community.

C. Air Quality

The DEIS fails to analyze air quality impacts on the CID as required by Federal regulations. Recall the RET clarified that “based on a 2020 C-ID Healthy Community Action Plan study, people living and working in the C-ID are less healthy than those in other neighborhoods in Seattle and King County, with an average lifespan seven years shorter than that of most well-off communities.”¹⁷ With this inequity lens, we would expect Sound Transit to exceed requirements to study air quality for this vulnerable population that already is experiencing significant health disparities. To the contrary, the DEIS states that “[a]ccording to Code of Federal Regulations Title 40, Section 93.123(c)(5), because the duration of major

¹⁴ DEIS, §4.3.4.3.3.

¹⁵ *Id.*

¹⁶ DEIS, §4.3.4.4.3.

¹⁷ RET, p. 8.

construction activities of the project would not exceed 5 years in any one location, construction emissions are considered a temporary impact and a project-level conformity analysis is not required.”¹⁸ This conclusion is wrong.

It is true the applicable Federal regulation instructs that “each site” should be considered separately for purposes of calculating whether construction impacts are less than 5 years, but it does not indicate that “site” means individual construction of each structural improvement.¹⁹ Although the regulation does not expressly define “site,” “site” cannot be logically interpreted to have such a narrow scope. The more reasonable interpretation is that “site” consists of the entire construction site of each station. Furthermore, the regulation instructs that when calculating the length of time, the activity to measure is the “construction phase”, not “major construction activities.” Therefore, the duration of construction as a whole should be considered. Under this more reasonable interpretation, the CID station triggers the 5-year threshold for project-level conformity analysis because every CID Alternative requires more than 5 years of construction. Furthermore, this additional analysis is more than merited when we take into account the disparate health status of this minority community. Sound Transit should take the necessary time to conduct this analysis before selecting a preferred alternative.

D. Noise

The DEIS similarly failed to adequately evaluate noise impacts on the CID community. The DEIS lists the Federal Transit Administration (“FTA”) Category 1 and Special Building Noise Sensitive Receivers that were analyzed.²⁰ This list does not include any properties within the CID, but the entirety of the “Seattle Historic Chinatown District” is considered a special use that merits “special consideration.” Per the FTA Transit Noise and Vibration Impact Assessment Manual, “historic sites” require “special consideration.”²¹ “Historic sites” are defined to include any historic districts in the National Register of Historic Places.²² The “Seattle Historic Chinatown District” was added to the National Register of Historic Places in 1989 and includes a majority of what is commonly characterized as the CID today. Therefore, specialized analysis of noise impacts to the “Seattle Historic Chinatown District” is required. This analysis should address impacts to the Uwajimaya-owned Publix Hotel, which includes residential units, as well as Hing Hay Park, which serves as a centerpiece for outdoor cultural and recreational activity. Both of these are adjacent to the 5th Avenue Alternative construction area.

E. Historic and Cultural Resources

A significantly more thorough analysis of impacts of the CID Alternatives on the historic and cultural resources of the CID is critical and needed. The DEIS notes the CID is listed as a National Historic District with many historic buildings and spaces.²³ The DEIS then, in a few short paragraphs, acknowledges all the CID Alternatives would adversely affect the historic resources of the CID, and this

¹⁸ DEIS, §4.3.6.4.1.

¹⁹ See CFR 93.123(c)(5).

²⁰ DEIS, §4.3.7.1, Table 4.3.7-1.

²¹ See FTA Transit Noise and Vibration Impact Assessment Manual, §4.1, p. 24.

²² *Id.*

²³ DEIS, §4.3.16.1.1, Table 4.3.16-1.

acknowledgement is the extent of the analysis. The DEIS does not provide any evaluation of the nature of these impacts on the historic vitality of the CID community, or any other meaningful issue that should have been addressed in this context.²⁴ This omission is particularly concerning when dealing with a historically unique and marginalized community. Sound Transit should therefore delay selecting a preferred alternative until the impacts of the Alternatives on the historic resources of the CID have been thoroughly evaluated and appropriate mitigation identified in partnership with local community stakeholders.

IV. Requested Course of Action

As detailed above, the DEIS fails to provide a balanced and adequate review of the 4th Avenue and 5th Avenue Alternatives, and their multi-faceted impacts on the CID community. The inadequacy of this analysis and mitigation is particularly concerning in light of the equity issues present in this area.

We therefore ask that Sound Transit defer selection of a preferred alternative and conduct a more thorough evaluation of the impacts of the CID Alternatives – in partnership with key community stakeholders – and provide more meaningful and specific mitigation.

Additionally, we urge Sound Transit to incorporate more coordinated and inclusive planning into the CID Alternatives. Specifically, Sound Transit should address the community's vision for the Jackson Hub. The Jackson Hub concept plan was finalized in March 2019 through a coordinated effort led by the Alliance for Pioneer Square, Seattle Chinatown International District Preservation and Development Authority and Historic South Downtown. This coalition sought input from numerous government agencies, including Sound Transit. Based on this input and feedback from the community, the coalition produced a vision for a Jackson Hub as an activated and welcoming pedestrian-transit center that provides missing connections between the CID, Pioneer Square and the numerous transit corridors scattered throughout the area.

Similar to the WSBLE, the purpose of the Jackson Hub is to provide connectivity and enhance community vitality. However, the DEIS is oddly silent regarding coordinated planning to achieve this Jackson Hub vision. A cursory review of the CID Alternatives as they would relate to the Jackson Hub vision indicates the 4th Avenue Alternative is best positioned to foster connectivity in the Jackson Hub because of its closer proximity to the Jackson Hub and transit centers. The 4th Avenue Alternative therefore provides a unique opportunity to transform a largely under-resourced area into an active and lively center for the community. In contrast, the 5th Avenue Alternative would continue the disjointed status quo by drawing transit riders farther away from the Jackson Hub and nearby transit centers. The 5th Avenue Alternative would also require the transformation, and even destruction, of an existing vibrant cultural center. Regardless of the merits of each CID Alternative as they relate to advancing the Jackson Hub vision and preserving the cultural vibrancy of the CID, the DEIS simply failed to adequately analyze and consider these issues. For this additional reason, Sound Transit should take the time to further evaluate the CID Alternatives prior to selecting a preferred alternative, and that evaluation should include whether the CID Alternatives will help achieve the community's vision for the Jackson Hub.

²⁴ DEIS, §4.3.16.3.5

Related to coordinated planning, we understand Sound Transit negatively views the need to reconstruct the 4th Avenue Viaduct if the 4th Avenue Alternative is selected. We strongly urge Sound Transit and other agencies to treat this as an opportunity. The 4th Avenue Viaduct is more than 100 years old and will inevitably need to be reconstructed. Instead of undergoing two successive phases of construction to build the CID Station and then reconstruct the 4th Avenue Viaduct only a few years later, thereby increasing the overall construction impacts on the CID, these projects should be combined and coordinated to reduce impacts on the community and gain efficiencies in construction. This is an opportunity to reduce overall construction costs and the impacts to a community that already has weathered more than a decade of recent construction. We acknowledge such a coordinated effort will require a greater degree of planning and partnership, but the community and infrastructure benefits and commitment to safety are more than worth the additional effort. We therefore request Sound Transit defer selection of a preferred alternative until after it more fully explores the potential for achieving coordinated reconstruction of the 4th Avenue Viaduct.

As this process continues to unfold, we look forward to continued engagement and partnership with Sound Transit to assure the best Alternative is selected for the CID Station. The CID is a unique and treasured community that merits special consideration. We appreciate Sound Transit's continued outreach and listening to this community, because it is only through a deep understanding of – and meaningful engagement with – this community that Sound Transit will be able to make the right decision. As we mentioned at the beginning of this letter, the CID is our home. We are deeply invested in and connected to this community. **We are willing to help convene a work group of key community stakeholders to review and advise on Sound Transit's analysis in focused conversations.**

Thank you for your time and consideration of our concerns. Should you have any questions or wish to discuss this matter further, please feel free to reach out directly to me at denise@uwajimaya.com or (206) 336-2796.

Very truly yours,



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Miye Moriguchi
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Kenneth Louie
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cc: City of Seattle Mayor Bruce Harrell
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