

Individuals

Letter I1, Devv Anderson

From: Devv Anderson [nwhockeyfan@yahoo.com]
nt: Monday, June 23, 2014 6:16 PM
o: OMSF
Subject: Lynnwood Maintenance Facility

In regard to the Lynnwood site for the maintenance center, I urge you to reconsider this location. This area is an established residential area with many pedestrians, kids, pets and elderly. This is not a location conducive to hundreds of train cars maneuvering daily. The activity around this neighborhood is busy, bicycles, strollers, kids and dogs. Many cats roam freely and will surely get squished nightly by these hundreds of "quiet" trains moving through our neighborhood.

I1-1

The noise, disruption, property devaluation and substantial danger to kids, bikers, walkers, and elderly is going to be huge. You might not be able to see that on your blue prints but I've lived here for 20 years and never before have there been this many pedestrians. I think people have lost or gotten rid of their cars or maybe they are trying to save money on gas but there are a lot of walkers and bikers. The trail has drawn a lot of people as well.

This is a noisy terrible ridiculous idea for our quiet peaceful neighborhood

Devv Anderson
5308 202nd PI SW
Lynnwood, WA 98036
2062614605

Response to Letter I1, Devv Anderson

Response to Comment I1-1

Opposition to the Lynnwood Alternative has been noted. Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS for impacts on residents in the vicinity of Lynnwood Alternative.

Impacts on residents related to noise, safety, and the Interurban Trail are discussed in Chapter 3, Sections 3.5, *Social Impacts, Community Facilities, and Neighborhoods*; 3.6, *Visual and Aesthetic Resources*; 3.8, *Noise and Vibration*; and 3.18, *Parklands and Open Space*, of the Final EIS.

Letter I2, Devv Anderson

From: karen andersen [andkin4@yahoo.com]
nt: Monday, June 23, 2014 6:08 PM
o: OMSF
Subject: Maintenance Facility

Please do not build the Maintenance Facility for Sound Transit in a residential area of Lynnwood. This is a busy kid friendly, pet friendly, daycare friendly, bicycle friendly, retiree friendly area. Everybody walks. Many do not have cars. Many pets, strollers, kids and bikes. The noise will be very disruptive to sleep and general quality of life. This is not a good fit. It will be a permanent scar on the South Lynnwood landscape and forever depress property values.

I2-1

We also have a lot of wildlife in Lynnwood. It's not just a mall. Real people live here

Sincerely,
Devv Anderson
5308 202nd PI SW
Lynnwood, WA 98036

Response to Letter I2, Devv Anderson

Response to Comment I2-1

Opposition to the Lynnwood Alternative has been noted.

As outlined in Chapter 3, Section 3.1, *Transportation*, of the Final EIS, the Lynnwood Alternative would not construct any at-grade rail crossings on roadways. Lead track configurations for all of the build alternatives would allow LRVs to enter and exit the OMSF along an elevated, exclusive right-of-way. Therefore, the proposed project is not expected to cause road obstructions or train conflicts with motorists, bicyclists, or pedestrians.

As documented in Chapter 3, Section 3.8, *Noise and Vibration*, of the Final EIS, construction activities would occur approximately 100 to 200 feet from the nearest residences under the Lynnwood Alternative. Because most construction activities are exempt during daytime hours, noise and vibration related to project construction are not expected to result in substantial impacts because the majority of construction activity would be contained on-site and would be temporary in nature.

Operational noise impacts under the Lynnwood Alternative would include one residence that would exceed the Lynnwood Municipal Code noise requirements by 10 dBA, one residence would exceed the code by 9 dB, and the remaining 16 homes would have noise levels from 1 to 7 dB above code. Mitigation with automated doors for the LRV wash system and a noise wall along 52nd Avenue W on the west side of the Lynnwood Alternative site, between the facility and the residences to the west, would fully mitigate all noise impacts.

Chapter 3, Section 3.9, *Ecosystems*, of the Final EIS describes wildlife habitats that would be affected by the Lynnwood Alternative site.

Letter I3, Devv Anderson

From: karen andersen [andkin4@yahoo.com]
Sent: Saturday, June 21, 2014 12:23 PM
To: OMSF
Subject: Lynnwood Transit Facility - Anderson Comment

Dear Sirs/Madame;

please reconsider your choice for Lynnwood as the site for the Sound Transit Maintenance Facility

Our home is within blocks of the proposed site and we will be impacted by noise, crime and dangerous road obstruction. Plus all the cats in the neighborhood will get run over by all those trains. It's a very sad thought that children will have to deal with so much heartbreak. This is a big area for kids, dogs, cats and bikes. I really don't understand how hundreds of trains fit into this picture. I3-1

Please reconsider as many of us have lived here and raised kids second and third generation of families are moving back to this area because of its affordability. We have always been a family friendly neighborhood. Please don't destroy that for us. Most of us have worked hard all of our lives. Thank you

Devv Anderson
5308 202nd PI SW
Lynnwood WA 98036
206-261-4604

Response to Letter I3, Devv Anderson

Response to Comment I3-1

Please see response to Comment I2-1. The OMSF is not a use or facility that would in any way increase crime. The facility would be secured with a perimeter fence and security lighting, and only authorized staff members would be present at the facility. No increase in crime is anticipated as a result of the OMSF.

Letter I4, Karen Anderson

From: karen andersen [andkin4@yahoo.com]
ent: Saturday, June 21, 2014 12:15 PM
fo: OMSF
Subject: Fw: LYNNWOOD MAINTENANCE FACILITY

On Saturday, June 21, 2014 12:01 PM, karen andersen <andkin4@yahoo.com> wrote:

To Whom it May Concern,

I am writing to strongly oppose the Lynnwood Maintenance Facility. This proposed facility will negatively impact the south Lynnwood residential area. There is no buffer area or easement between the proposed site and single family residences.

Living in Lynnwood for 25 years, our family has become accustom to traffic, development, industry but this is another level of intrusion that will seriously impact the viability of the neighborhoods. Property values will surely plummet and this is working class lower middle class working families. Families who invested a lifetime into one major investment and have miraculously been able to hold on through the last six years. This will be the final blow to a long tradition of single family working family homes. The homes that have kids in the yards playing, pets roaming, and mom and dad working. They will get shoved into an apt development because the value of their homes will collapse...again.

Our family values transit. We all ride one form another daily if not weekly. Sound Transit express to downtown, the Swift to Everett Station and occasionally the Sounder to games. We are Lynnwoodites we know and understand traffic.

This is about the maintenance station not the train. We want the train we support the train

I4-1

Response to Letter I4, Karen Anderson

Response to Comment I4-1

Chapter 3, Section 3.4, *Economics* (Section 3.4.5), of the Final EIS acknowledges that the OMSF, among a host of other factors, could have effects on nearby property values. Please also see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS and response to Comment I1-1.

Letter I5, Laurel Anderson

From: Devv Anderson [nwhockeyfan@yahoo.com]
nt Monday, June 23, 2014 2:51 PM
o OMSF
Subject: Lynnwood Maintenance Facility

I am writing today to urge Sound Transit to reconsider the Lynnwood site for the Maintenance Facility for light rail. This area is blocks from our family home and will disrupt our lives with noise, crime, obstructive traffic from trains rolling down neighborhood streets, and danger to pets, pedestrians and wildlife not to mention kids at play. The area is adjacent to the interurban trail which has extensive bicycle and pedestrian traffic. Kids and bikes and trains don't mix. Neither do pets and wildlife and trains for that matter.

Please reconsider the site location as this neighborhood is clearly not conducive to an industrial facility and the obstructions and noise of trains. This is an established neighborhood with a real sense of cultural identity. It's not just a dumping ground for Sound Transit. The value of my parent's home will surely plummet from this intrusive, unsightly, noisy, dangerous, disruptive facility.

I urge you to reconsider and leave our neighborhood to future generations of families who still appreciate the tradition of single family residences with yards and pets and kids.

Thank you

Laurel Anderson
5308 202nd PI SW
Lynnwood WA 98036

I5-1

Response to Letter I5, Laurel Anderson

Response to Comment I5-1

Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS and response to Comment I1-1.

Letter I6, Rachel Anderson

From: karen andersen [andkin4@yahoo.com]
nt: Saturday, June 21, 2014 12:30 PM
o: OMSF
Subject: Lynnwood

Please do not build the maintenance facility in our neighborhood.

I go to college and have to study a lot at night and the trains will make too much noise for us to sleep and study. I also have cats that I worry about.

Please relocate the facility to downtown Seattle which has a large industrial area. This neighborhood has lite industry with lots of buffer and greenspace.

The noise, environmental impact and safety issues should preclude this facility from being completed in Lynnwood.

Lynnwood has a lot of diversity, wildlife, green space, trees and civic pride. We have block parties with police, firefighters, and all the neighbors who bring food from all over the world, treasured family recipes. We have wonderful restaurants, shops, trails. Check out Tallay Thai and Kahlia and King Tuts sometime.

Rachel Anderson
5308 202nd PI SW
rnnwood, WA 98036

I6-1

Response to Letter I6, Rachel Anderson

Response to Comment I6-1

Please see response to Common Comment 29 in Chapter 5, Public and Agency Comment Summary, of the Final EIS and response to Comment I1-1.

Letter 17, Christina Aron-Syzcz

From: Christina Aron-Sycz [aronsycz@gmail.com]
ent: Monday, June 23, 2014 8:15 PM
o: OMSF
Subject: I oppose alternative site #4 in Bellevue

Dear Sound Transit Board,

For many Americans, the words "strip mall" conjur images of sad, dilapidated buildings combined with wastefully large parking lots. I feel very strongly that you have applied this kind of thinking by proposing the elimination of a "shopping plaza" at the corner of 130th Ave. NE and 20th St. in Bellevue. Because otherwise, it makes no sense.

This shopping plaza is, by FAR, one of the nicest, most aesthetically pleasing parts of all of the vastness of shopping that comprises 20th Street, as all Bellevue residents know (and again, assuming you do not, otherwise you would never have proposed such a site for a rail yard). And EVERYONE knows you don't take something that is truly lovely, and turn it into a pile of ruins, aka, a rail yard. It begs the question - have you ever even been to this site? Beheld it with your very eyes?

Besides the grievous mistake you would be making by eliminating wonderful, truly small "mom and pop" businesses, you would be taking away services from the residents of the neighborhood immediately to the north - Bridle Trails, of which I am a resident. I frequent this shopping plaza many times a week. I visit restaurants, owned by my daughter's classmate's family, get paint and great advice from Daly's, go to yoga...I could go on and on.

* must be easy from where you sit to feel nothing about making a decision that does nothing to interfere with our own daily life. I ask you to take just 20 seconds, think about "that place" near your home where you end up going to several times a week for this and that...and imagine it being turned into AN INDUSTRIAL RAIL YARD. If you have the guts to imagine it, you would surely see that this is a pathetic choice for proposal.

Barring for a moment the fact that by even proposing these sites in Lynnwood and Bellevue that you are violating the understanding in your initial agreement with Bellevue, it is painfully obvious to the rest of us that either one of the other two sites in Bellevue is the kind of place that one would expect a rail yard to be found - I drive down each of these streets many times throughout an average week as I take my children to the library. Have you ever been down the block of 130th south of 20th? You'll find a cement foundry (talk about industrial!), and about a dozen auto collision repair shops...again, much more the kind of place you'd expect a rail yard.

By proposing site #4 as a possible location for a rail yard, you have cemented in the minds of the public of both the Eastside and greater Seattle that you are lacking in respectable judgement. If you had better judgement, you would have never proposed something that that hurts the very public your rail line is supposed to be serving. The key word is serving. You are charged with positions of public servants. Please start living up to your titles

And lastly, lest you think it's easy for me to write this and hide behind a keyboard and a screen, I am more than happy to come discuss this topic face to face. Just send me and email with a meeting proposal.

Sincerely,
 Christina Aron-Sycz
 idle Trails, Bellevue

I7-1

Response to Letter I7, Christina Aron-Syzcz

Response to Comment I7-1

Opposition to the SR 520 Alternative and support for the Preferred Alternative and BNSF Modified Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I8, Kelly Bach

From: Kelly Bach [kellynjames@comcast.net]
Content: Monday, June 23, 2014 11:06 PM
to: OMSF
Subject: Proposed Railroad Yard-Bel-Red

I am writing to you as I am deeply opposed to the Bel Red business park as a proposed Railroad Yard. I have grown up in this area and chose to move back to this neighborhood after college to start a family, and am now here raising my kids. The idea of a railroad yard literally being down the street from my home has a significant negative influence on my neighborhood.

The current business park has many small businesses and a larger Acura dealership which employs a number of people and has a positive impact on the economy in this area. This business park is also home to a very unique therapy center. I am a pediatric nurse and have contact with MANY families who utilize the resources that MOSAIC offers. Unless you are a parent, teacher or healthcare provider, I do not think one can appreciate how specialized this therapy center is and how fortunate our community is to have this resource. Replacing this therapy center with a Railroad Yard would be a disservice to the community that it serves now and kids who need these services in the future.

I8-1

The business park is right along a creek- which is home to salmon and continues to have water/drainage issues- I cannot imagine this development would bring about a positive ecological change.

Bringing a railroad yard to this residential area would negatively impact our neighborhood in many ways, I am completely surprised that this site would even be considered. It seems that a Railroad Yard would need to be in an industrial zoned area, not paralleling an established Eastside neighborhood and taking over a small business area.

I hope that this email is not filed away but my voice is heard and that Sound Transit will make a decision to create a more appropriate, industrial location for their Railroad Yard.

Sincerely,
Kelly Bach
Sent from my iPad

Response to Letter I8, Kelly Bach

Response to Comment I8-1

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, and response to Comment L2-72, which respond to the comments regarding impacts related to displacement of the MOSAIC Children's Therapy Clinic and salmon habitat, respectively.

Letter I9, Tom Bean

From: Tom Bean [beantc@gmail.com]
Sent: Friday, June 20, 2014 8:35 AM
To: OMSF
Subject: DEIS comment

I believe that the Lynnwood alternative should be discarded. It is not compatible with local land use plans and with other important public purposes (per the Edmonds School District). Sound Transit's documents note the need for land use plan changes and for land acquisition at the Lynnwood site. Sound Transit documents seem to suggest that these are merely routine hurdles to be jumped at Lynnwood. However, both of the other government agencies (City of Lynnwood, Edmonds School District) have clearly and repeatedly shared their opposition to Sound Transit's plans for the Lynnwood site. I see no reason to expect voluntary cooperation from those agencies. Sound Transit should honestly re-evaluate the situation, in which it seems that others have the legitimate right and strong inclination to say no.

I9-1

Leaving aside the issue of conflicting plans by other agencies with control of the site, the Lynnwood alternative seems short-sighted in any case. Long-term O&M needs will be best served by having OMSF facilities at the extreme ends of the system. Ultimately, Lynnwood will be just an intermediate stop between Tacoma and Everett. The eventual north-end OMSF should be located in Everett. An east-end OMSF in Bellevue makes sense in ways that a north-end OMSF in Lynnwood does not.

I9-2

Please focus your efforts on the achievable Bellevue alternatives and stop wasting time and energy on the flawed Lynnwood alternative.

Tom Bean
 Lynnwood, WA

Responses to Letter I9, Tom Bean

Response to Comment I9-1

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding Edmonds School District's plans for the property Sound Transit would purchase as part of the Lynnwood Alternative.

As described in Chapter 3, Section 3.3, *Land Use*, of the Final EIS, an OMSF at the Lynnwood Alternative site would require that Sound Transit obtain a Conditional Use Permit. This process would inform the design of the OMSF to address compatibility with surrounding uses.

Response to Comment I9-2

As described in Chapter 2, *Alternatives Considered* (Section 2.3), of the Final EIS, OMSF alternatives identified for analysis must be in proximity to planned or existing light rail guideways funded under the ST2 program. The Lynnwood Link terminus is located at the Lynnwood Transit Center. Funding to develop the light rail system north of the Lynnwood Transit Center to Everett is not authorized or funded as part of ST2. As described in Section 2.2.1, extension of the core light rail system between Tacoma, Everett, and downtown Redmond will require a third maintenance facility along the north or east corridor, depending on where the OMSF to serve the ST2 fleet is built.

Letter I10, Josh Benaloh

From: Benaloh, Josh [benaloh@microsoft.com]
Sent: Thursday, June 19, 2014 3:45 PM
To: OMSF
Subject: Comments ...

Greetings,

I'd like to offer the following comments on siting of the OMSF facility. Of the choices given, it seems as though the BNSF site in Bellevue is by far the best. The Lynnwood option is less functional (as facilities on the Eastside would still be required and operations costs would be higher) and requires the cooperation of a public entity (the Edmunds School District) that does not wish to participate. The SR520 site is substantially more expensive, displaces far more businesses, and consumes property in a thriving retail district. The baseline (unmodified) BNSF proposal is more functional, less expensive, and consumes space that is currently underutilized and already partially owned by Sound Transit.

I10-1

That said, I would like to encourage flexibility. Planning work must proceed within the current scope, but a far better permanent location for an Eastside maintenance facility would be in Redmond – east of Marymoor Park in a sparse, light-industrial district immediately adjacent to the planned line. A possible 2016 ST3 vote could be enhanced by a commitment to continue Eastlink to downtown Redmond expeditiously and to move the OMSF to Redmond. This proposal could be appealing to both Bellevue (which would rid itself of a facility it doesn't want) and Redmond (which could get expedited light rail service – perhaps even concurrent with the opening of the rest of Eastlink). Although there would be funds lost in planning for an OMSF in Bellevue, this decision could be made prior to any construction. To get the timing to work, it might be necessary to begin preliminary engineering to the east side of Redmond (not the full route to downtown Redmond) before an ST3 ballot measure. But funding for this work was approved in ST2 and removed due to the financial downturn. With improving revenues, it may be possible to restore partial funding and complete the preliminary engineering that would allow an OMSF to be completed in time for use in Eastlink. This is a more aggressive approach, but taking action now that is compatible with this long-term option could produce the best permanent solution.

I10-2

Josh Benaloh
 Redmond

Responses to Letter I10, Josh Benaloh

Response to Comment I10-1

Support for the Preferred Alternative and opposition to the other build alternatives has been noted.

Response to Comment I10-2

Please see the response to Common Comment 4 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I11, Heidi Benz-Merritt

From: Heidi Benz-Merritt [heidibenz@frontier.com]
Sent: Wednesday, June 18, 2014 4:48 PM
To: OMSF
Cc: KMarch@bellevuewa.gov
Subject: comments to include on DEIS -- for LINK light rail yard and storage facility

To: Sound Transit Board-
From : Heidi Benz-Merritt

Please verify by email, that the comments below are entered into the DEIS record – for new proposed RAIL YARD Maintenance facility.

Given the blank check voters have given the Sound Transit Board, and requests made during the scoping phase to evaluate other sites in the DEIS, it is unfortunate that ST is still not evaluating sites in light industrial zones. Nor does this DEIS include expansion of the existing SODO maintenance and storage yard as a preferred alternative. It is not only located in industrial zoning, it is perfectly situated at the “hub” of the future “hub & spoke” rail-configuration.. Expanding the existing SODO site, or co-locating near the existing SODO site would be feasible, if Sound Transit fixed the access point from Eastlink. Currently, the grade for trains moving westbound on I-90 to northbound along 1-5 is workable. But the grade on westbound I-90 – to SOUTHBOUND 1-5 is NOT. The latter is very steep. A new access ramp could be built – with a workable grade – to allow Eastside trains a better access to the SODO maintenance yard--Sound Transit has completely ignored this pinch-point.

Without first addressing and then fixing- the train “unfriendly” grade on the WB I-90 to SB 1-5 ramp, it virtually assures that the existing SODO (Seattle) maintenance yard will continue to have limited capacity to expand. But more importantly, without adding a new ramp for light rail at this junction--- it severely limits the practicality of even using light rail to go anywhere but downtown Seattle – from the Eastside. Without this new ramp, it would mean that all rail trips between Bellevue and the airport/Tacoma, would first have to go into Seattle, and transfer onto a southbound train – rather than simply traveling direct from Bellevue to points south of I-90.

I11-1

The obvious solution to increasing capacity for maintenance and storage of rail cars system-wide is **at or near the existing SODO site**. Yes, it would require building a new ramp, but the new ramp would allow Eastside ratepayers to access all points south of I-90, without first transferring – and waiting, etc. – in downtown Seattle. Further, it would obviate the need to move train cars over the “long-haul” from Bellevue—to Lynnwood/Northgate. It would also remove the possibility of a significant portion of the ST rail-car inventory being stuck on the Eastside—when the I-90 bridge is closed during the frequent rain, ice and wind storms that will likely prevent fixed rail (heavy) movement on the bridge. Light/fixed rail cars have never been placed on a floating bridge anywhere in the world. Movement of rail cars – even empty of passengers-- from ANY maintenance/storage yards on the Eastside, would likely be at the mercy of weather, and stepped up maintenance schedules on the I-90 floating bridge.

None of these four sites in the DEIS is even a passable alternative. Clearly, Sound Transit needs some options, and does not appear to have done their ‘Homework’. Given that there are numerous problems with each of these sites, I request that Sound Transit add some additional “sites”, using a different model. In addition to expanding the SODO area for a rail yard, several, smaller, “mini-storage” rail yards should be pursued and analyzed. These “mini-rail yards” could be located at, or near the ends of the south, north and east lines – while respecting the existing land-uses, and the wishes of ratepayers and users of the system.

I11-2

Instead of adding one major, new rail yard, Sound Transit should investigate several, smaller, train-track spur-lines that would allow storage and maintenance next to existing parking lots. This would lower the acreage needed, and allow maintenance facility employees to use existing parking facilities, reduce costs, environmental impacts, etc. Smaller-rail car storage/maintenance spur-lines could easily be added near the

Microsoft campus and existing Park & Rides near NE 40 th /148 th and 156 th Ave NE. When the train eventually reaches downtown Redmond, similar storage facility could be placed at the terminus. Likewise, smaller, and more frequent side-tracks could be located next to Park-n-Rides, etc. on the northbound line to Lynnwood, and the southbound line to Tacoma.	I11-2 cont'd
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In addition to further analysis of these alternative “mini-storage rail yard” sites, the following additional environmental impacts should be addressed --before issuing the FEIS.	
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1. Cumulative economic impacts --- please address the impacts at the following stages:	
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a. costs associated with purchasing property for all 4 sites individually , including legal costs, and all costs associated with purchasing multiple parcels, and purchasing parcels from unwilling landowners, costs of legal action taken by unwilling property owners, citizens, City of Bellevue, etc. Include costs of all government agencies involved (state, county, COB, ST, etc.)	I11-3
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b. costs up-to day of opening	I11-4
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c. economic loss/impact to property taxes lost to ALL jurisdictions – including State, City of Bellevue, School District, County, King County Library, etc.-- of commercial property taken off the tax rolls. Compute economic impact per year, and over life of the project	I11-5
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d. economic impact to City, County, Sound Transit, and State of loss of revenue for : sales tax, B and O tax, etc.	I11-6
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e. economic loss to existing businesses on the 3 Bellevue sites. For example, the site at 130 th and NE 20 th has over 100 existing businesses on-site. Please contact these 100+ businesses, and disclose their projected losses and projected damages sought—if displaced by ST condemnation. Please gather this economic (impacts) information from each of the affected businesses, rather using a “ball-park” estimate.	I11-7
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2. Traffic The ITE Trip Generation Manual used to determine LOS calculation at nearby intersections does not address important traffic impacts for non-signalized intersections and AM /non-peak travel.	
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Northup Way, this should include, but not be limited to the following non-signalized intersections:

NE 24 th and 130 th , NE 24 th and 126 th /Cherry Crest, NE 30 th and 130 th Ave NE NE 24 th and 136 th Ave NE	I11-8
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a. Non signalized intersections – Please calculate traffic impacts for nearby non-signalized intersections, by using the “SECONDS DELAY” method – at the three Bellevue preferred sites. For the site at 130 th and	
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b. Given that the rail-yards will employ night-shift workers, their exit from the sites will coincide with the AM PEAK, not the PM Peak. Please analyze traffic impacts for AM PEAK, and include current traffic counts from AM traffic to/from Cherry Crest Elementary (not a regional school, with marked increase in vehicular traffic during drop-off AM hours. This should include analysis of signalized (i.e. 130 th and Northup Way) as well as seconds delay during AM PEAK at non-signalized intersections.	I11-9
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c. Cumulative traffic impacts Please separate and disclose ² LOS data for all INDIVIDUAL signalized intersections (not Mobility management district averages) within 1 mile of the proposed Bellevue sites – for both DAY of OPENING, and short-term, long term impacts.	I11-10
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3. Noise impacts (variable frequency, high frequency and high decibel noise impacts from ALL heavy equipment used for maintenance, cleaning, etc.. Frequency of horns blasting, and back-up horns, etc.	I11-11
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4. Air Quality impacts - disclose list of chemicals in emit ester (smells) or chemicals in aerosol . Disclose type, frequency, duration, and technical data on chemicals used for cleaning, maintenance, repair, etc.	I11-12
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5. Water Quality impacts - Salmon bearing streams run through the property at proposed site 130th and Northup Way. Stream is undergrounded through much of this site, but may likely require daylighting under current City regulations, if a change of land use could be obtained. Maintenance/storage yard affects to storm and surface water run off, fish habitat, and creek maintenance has not been thoroughly addressed. Have all affected tribes been contacted, and their environmental concerns addressed?

I11-13

Please include me as a party of record. Thank you,

Heidi Benz-Merritt,
3006 130th Place NE
Bellevue, WA 98005
heidibenz@frontier.com
425 883-8856

Responses to Letter I11, Heidi Benz-Merritt

Response to Comment I11-1

As described in Chapter 2, *Alternatives Considered*, Section 2.3.1 of the Final EIS, expansion of the existing light rail maintenance facility in South Seattle was considered as an alternative. Expansion of the existing operations and maintenance facility could not provide the necessary space for maintenance and functions; the entire fleet of 180 LRVs cannot be efficiently deployed from the Forest Street OMF due to the limited capacity of accessing the main line and deploying service to the Eastside. By consolidating the entire fleet to a single site, a system failure during the morning deployment could result in the entire fleet being trapped and unable to begin service.

Response to Comment I11-2

Please see response to Comment L2-22.

Response to Comment I11-3

The Summary, Table S-1, of the Final EIS provides the capital and operational costs associated with the proposed project. Capital costs include right-of-way costs (i.e., costs for property acquisition and relocation assistance). Estimates of potential legal costs from project challenges are not included in the capital cost estimate. Property acquisition costs are typically not shared by multiple agencies.

Response to Comment I11-4

Chapter 2, *Alternatives Considered*, of the Final EIS provides a breakdown of proposed project costs. Table 2-5 provides the estimated costs of real estate acquisitions and relocations, final design and construction, capital costs, and annual operating costs.

Response to Comment I11-5

Chapter 3, Section 3.4, *Economics*, of the Final EIS provides information related to tax revenue losses that would result from each build alternative. Please also refer to the response to Common Comment 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I11-6

Please refer to the response to Common Comment 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I11-7

Please refer to the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which addresses concerns related to displacement of businesses under the SR 520 Alternative. Chapter 3, Section 3.4, *Economics*, of the Final EIS provides information related to the number of businesses that would be displaced under each alternative. Sections 3.2, *Acquisitions, Displacements, and Relocations*, and 3.4, *Economics*, state that Sound Transit would provide relocation assistance to displaced businesses.

Response to Comment I11-8

As outlined in Appendix E.1, *Transportation Technical Report*, of the Final EIS, the proposed site access driveways were evaluated for level of service using the standard accepted methodology prescribed by the *Highway Capacity Manual* (2010). This analysis methodology allows for the determination of intersection levels of service using grades of A through F, which are assigned based on average delay calculations. The appendix includes analysis results with level of service and the associated delays (reported in average seconds per vehicle) for the site access driveways for each build alternative site (Table 15 for the Preferred Alternative and BNSF Modified Alternative and Table 18 for the SR 520 Alternative). As described in the Final EIS and Appendix E.1, all of the build alternatives would result in net decreases in traffic generated on local roadways compared to the existing land uses on those sites. The proposed project would not increase traffic at any intersection (signalized or unsignalized) within the City of Bellevue; therefore, and no additional operational analysis of off-site intersections is required for the build alternatives located in Bellevue.

Response to Comment I11-9

The trip generation estimates developed for the build alternatives accounted for all types of employees and shifts expected during full operation of the OMSF. The trip generation estimates and all of the supporting assumptions are described Appendix E.1, *Transportation Technical Report*, of the Final EIS. This section provides the details related to the types of trips that would be made throughout a typical day, including during the AM peak hours. The analysis includes detailed estimates of AM peak-hour traffic generation. Please also see response to Comment I11-8.

Response to Comment I11-10

Please see response to Comment I11-8. .

Response to Comment I11-11

Appendix E.2, *Noise and Vibration Technical Report*, of the Final EIS states the assumptions used for the noise and vibration analysis and lists all noise-producing equipment expected to be used at the OMSF. These noise sources are included in the analysis.

Response to Comment I11-12

The same types of chemicals and solvents being used at the Forest Street OMF would be used for the proposed OMSF. The limited types and quantities of chemicals used at the OMSF would not result in odors noticeable at neighboring properties. The OMSF would not likely be considered a nuisance from odors, unlike land uses such as sewage treatment plants, landfills, recycling facilities, and certain manufacturing facilities.

Response to Comment I11-13

The potential impacts of the SR 520 Alternative on stormwater runoff are addressed in Chapter 3, Section 3.10, *Water Resources*, of the Final EIS. Impacts on water resources and fish habitat have also been evaluated in detail in Appendix E.3, *Ecosystems Technical Report*, of the Final EIS. Please also see response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. As stated in Appendix E.3, *Ecosystems Technical Report* (Section 4.1.2.1), per Sound Transit design criteria, stormwater facility design for the identified build alternative will meet or exceed local and state requirements.

As part of the EIS process, government-to-government consultation was conducted with all potentially concerned tribes, namely, the Confederated Tribes and Bands of the Yakama Indian Nation, Tulalip Tribes of the Tulalip Reservation, Suquamish tribe, Snoqualmie tribe, and Muckleshoot Indian tribe. This is described in Appendix B, *Public Involvement and Agency Coordination*, of the Final EIS. Also, Appendix A, *Document Support Information*, of the Final EIS provides a list of recipient tribes.

The Muckleshoot Indian tribe provided comments on the Draft EIS, and the tribe's concerns have been acknowledged and addressed. Please also see response to Comment T1-1.

Letter I12, J.A. Binder

From: James Binder [binder.james@gmail.com]
nt: Monday, June 23, 2014 6:38 PM
o: OMSF
Subject: No Rail Yard in Bellevue...especially at 520 Plaza

To locate an OMSF at the 520 Plaza in Bellevue makes absolutely no sense. Placing a 25 acre Rail Yard adjacent to a residential neighborhood, Bridle Trails Community is not a wise decision, measured by any factor: economic, demographic or environmental.

Don't make a 100 year mistake. Do the right thing. Keep the rail yard out of our neighborhood!!!!!!!!!!!!!!

Please listen to us.

J.A. Binder

Bellevue, WA

I12-1

From: James Binder [jamesbinder@att.net]
nt: Monday, June 23, 2014 6:34 PM
o: OMSF
Subject: No Rail Yard at 520 Plaza in Bellevue

Please consider our urgent plea to not locate an OMSF at the 520 Plaza in Bellevue. It makes absolutely no sense. To place a 25 acre Rail Yard adjacent to a residential neighborhood, Bridle Trails Community is not a wise decision, measured by any factor: economic, demographic or environmental.
Don't make a 100 year mistake. Do the right thing. Keep the rail yard out of our neighborhood!!!!!!!!!!!!!!
Please listen to us.
James Binder
Bellevue, WA

I12-2

Responses to Letter I12, J.A. Binder

Response to Comment I12-1

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I12-2

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I13, J.A. Binder

From: James Binder [binder.james@gmail.com]
ent: Monday, June 23, 2014 3:15 PM
o: OMSF
Subject: Fwd: OMSF Bellevue Siting Proposal is an Environmental and Economic Disaster!!!

Dear Members of the Sound Transit Board

I consider the potential siting for an OMSF, particularly at the 520 site to be a disaster waiting to happen for the following reasons. I only hope you listen to the taxpayers, the residents, the businesses that would be displaced, as well as the City of Bellevue Council members who all are in agreement that this OMSF is: **WRONG PLACE FOR ALL REASONS.** | I13-1
 Respectfully submitted,
 James A. Binder

On May 15, the Bridle Trails Community Club in Bellevue, at its last general membership meeting voted unanimously and overwhelmingly against Sound Transit's (ST) Draft EIS proposal to consider siting an Operations Maintenance Satellite Facility (OMSF) in Bellevue. Further, the Club's position is that the 520 Site (along NE 20th street/east of 130th Ave NE and just south of Highway 520) is totally out of character with our neighborhood, located barely 1/8 of a mile north from a proposed OMSF. The Club's position is that the 520 Site is not an acceptable alternative, by any measure. | I13-2

- We represent 5,000 households. | I13-3
- Citizens are concerned and weary with mega project overload (Bertha, 520 bridge, ST link rail, Highway 99 tunnel). Front page *Seattle Times*, May 7, 2014. | I13-4
- All projects are over-budget and all have delayed completion dates. | I13-5
- OMSF is not consistent with City of Bellevue's (COB) comprehensive plan. | I13-6
- COB Council has voted 7-0 against ST's proposal to place an OMSF within the COB. | I13-7
- OMSF is not consistent with current COB zoning (no big-boxes, mega-retail). | I13-8
- Our BTCC neighborhood sits within 1/8 mile of one of the 2 proposed Bellevue sites (520 site). | I13-9
- What will happen to the remaining properties across from the proposed 520 site, on NE 20th Street. Will they become an economic desert? | I13-10
- Existing 520 Plaza retail is consistent with our neighborhood in attractiveness and services offered. | I13-11
- ST's Draft EIS overlooked nearly all economic impacts (only considered property tax displacement, ignoring sales tax, B&O tax and payroll taxes)! For example: Acura of Bellevue dealership: 75 employees/\$53M/year in sales. | I13-12
- 101 Land Uses displaced (approximate # of business required to relocate for the 520 alternative). | I13-13
- Major impact on small-businesses and ripple effect of employment loss and displacement, as covered on KIRO-TV. | I13-14
- The 520 site is the wrong place to build an OMSF. | I13-15
- Goff Creek is a salmon-bearing stream and poses major environmental challenges.

Response to Letter I13, J.A. Binder

Response to Comment I13-1

Please see response to Comment O10-1.

Response to Comment I13-2

Please see response to Comment O10-2.

Response to Comment I13-3

Please see response to Comment O10-3.

Response to Comment I13-4

Please see response to Comment O10-4.

Response to Comment I13-5

Please see response to Comment O10-5.

Response to Comment I13-6

Please see response to Comment O10-6.

Response to Comment I13-7

Please see response to Comment O10-7.

Response to Comment I13-8

Please see response to Comment O10-8.

Response to Comment I13-9

Please see response to Comment O10-9.

Response to Comment I13-10

Please see response to Comment O10-10.

Response to Comment I13-11

Please see response to Comment O10-11.

Response to Comment I13-12

Please see response to Comment O10-12.

Response to Comment I13-13

Please see response to Comment O10-13.

Response to Comment I13-14

Please see response to Comment O10-14.

Response to Comment I13-15

Please see response to Comment O10-15.

Letter I14, Mollie Binder

From: Mollie Binder [molliebinder@gmail.com]
Sent: Monday, June 23, 2014 6:56 PM
To: OMSF
Subject: No Rail Yard in Bellevue at 520 Plaza

Don't do the wrong thing. Keep our neighborhood out of your plans. It makes no sense to put a 25 acre rail yard adjacent to our residential neighborhood.

NO RAIL YARD IN BELLEVUE. DO NOT MAKE A 100 YEAR MISTAKE.

Mollie Binder
Bellevue, WA

I14-1

Response to Letter I14, Mollie Binder

Response to Comment I14-1

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I15, Ron Bromwell

From: Ron Bromwell [rbromwell13650@hotmail.com]
Sent: Monday, June 16, 2014 9:40 AM
To: OMSF
Subject: Bellevue OMSF sites

Our family has lived in Bellevue since 1966. We are long term enthusiasts of the management and civic pride of our city and its development as a model for a modern community. We are active members of both the Shadow Wood Lane HOA and the Bridle Trails Community Club. We are supporters of a light rail system in Bellevue and were pleased with the route plans until the surprise announcement of an OMSF facility proposed for location in the Bel-Red area.

We find each of the proposed OMSF Bellevue sites to be totally inconsistent with the current and planned uses of the areas under consideration. Therefore; we strongly oppose further consideration of these sites and recommend further study of either a more suitable west side location nearer to Lynnwood or a site in the Redmond area where there appears to be adequate space in a location with less population density.

I15-1

We sincerely hope that your considerations will give full attention to the hostility to this project we have noticed in our attendance at meetings and in conversations on the subject. Please also remember that Bellevue is currently under pressure to install new high voltage power transmission lines which will significantly affect the appearance and livability, not to mention reduction in property values, in the affected areas of the city. The combination of these two very undesirable projects being considered at the same time adds to the opposition to change which is present at this time.

I15-2

Thank you for your attention to these objections, we trust that they will be added to the many others you are bound to receive and will cause a re-evaluation of the present Sound Transit plans.

Sincerely,

Barbara, Ron and Joanne Bromwell
 13650 NE 34th Place, Bellevue, WA 98005

Responses to Letter I15, Ron Bromwell

Response to Comment I15-1

Opposition to the build alternative sites being located in Bellevue has been noted. Please see the responses to Common Comments 4, 10, and 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Please also see Chapter 2, *Alternatives Considered* (Section 2.3), of the Final EIS, which discusses how potential alternatives were identified and evaluated.

Response to Comment I15-2

Opposition to siting an OMSF in the City of Bellevue has been noted.

Letter I16, Jeff and Lynn Brown

From: jeff Brown [jeff@sctech.com]
nt: Wednesday, May 14, 2014 11:30 AM
o: OMSF
Subject: OMSF Comment

Follow Up Flag: Follow up
Flag Status: Flagged

I am responding to your recent mailer describing the 4 options being considered for the OMSF, 3 of which are in Bellevue. Of the 3 options in Bellevue, two are between 120th Ave and 116th Ave in area which is currently commercial/industrial. One of the options is on 20th Street Letter I13 which currently acts as a corridor to near- by residential communities, especially Bridle Trails. The space allocated to OMSF currently hosts restaurants and retail services for those same communities. We feel strongly that the site on 20th street is not appropriate. Other sites are far better suited for storage and maintenance of light rail vehicles.

I16-1

Jeff and Lynn Brown
12705 NE 39th ST
Bellevue, WA 98005
303 915 4438

Response to Letter I16, Jeff and Lynn Brown

Response to Comment I16-1

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I17, Anna Budai

From: Anna [sweet_family208@hotmail.com]
ant: Monday, June 23, 2014 4:31 PM
io: OMSF
Subject Mainstenance Facility

Dear Sound Transit Director,

I am one of the neighbor to the plan for the field where Sound Transit is planning to put their Operations and Maintenance Facility.
I am against for this proposal, for this reason:

- 1. This facility will be much more expensive to build here, than to the Bellevue location. | I17-1
- 2. This area is not a commercial area. Lots of families live here with small children, and the noise, the lights from the operation will effect our living. We all will loose this quiet and family oriented neighborhood! | I17-2
- 3. I will propose a new location in Everett plane field, which is a commercial area. The train will need to go up any way in that direction and it would be better to build the Maintenance Facility there and storage them also. | I17-3

Thank you for your consideration,
Sincerely,

Anna Budai

Responses to Letter I17, Anna Budai

Response to Comment I17-1

Opposition to the Lynnwood Alternative due to higher costs has been noted.

Response to Comment I17-2

Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Chapter 3, Section 3.6, *Visual and Aesthetics* (Section 3.6.4.2), of the Final EIS discusses lighting impacts related to the project. A lighting plan has not yet been prepared, but it is assumed that the exterior lighting would be similar to that of the Forest Street OMF, which has light poles up to 80 feet high and exterior lighting on the buildings. Design measures to reduce light pollution would employ the technologies available at the time of project design. Such measures could include shielding the lights to avoid light spill on adjacent properties.

Response to Comment I17-3

One of the key considerations with respect to screening sites is the proximity of a potential site to an existing or future light rail segment, as outlined in Chapter 2, *Alternatives Considered* (Section 2.3), of the Final EIS. The Lynnwood Link terminus is located at the Lynnwood Transit Center. There is no existing or proposed, as part of ST2, light rail line in Everett (north of Lynnwood Transit Center).

Letter I18, Emily Christensen

From: Emily Christensen [emilydchristensen@gmail.com]
Sent: Tuesday, June 03, 2014 2:00 PM
To: OMSF
Subject: Public Comment on OMSF

Hi -

I understand the need for ST to have a new OMSF, especially when the system will be growing. I do have a problem with the site being in Bellevue, especially if it is partially for the Lynnwood section. I truly believe that there should be three OMSFs - the current one in Seattle, one in the northern section, like Lynnwood, and a third on the Eastside (but why Bellevue - especially in an area that has already been planned for future residential and business growth - why not a more open space in Redmond, Sammamish, Issaquah...). ST may even want to think about a southern OMSF, to accommodate future growth. I think the reason why ST may be in trouble now is that they are making these decisions at the last possible time. I'd love to see ST in the future do more long-term planning.

ST should be acquiring property NOW for it's future growth. doing things last minute makes the public feel like they are blindsided!

I18-1

Emily Christensen
15160 NE 81st Way Unit 103
Redmond, WA 98052

Response to Letter I18, Emily Christensen

Response to Comment I18-1

Opposition to the build alternative sites being located in Bellevue has been noted. Chapter 2, *Alternatives Considered* (Section 2.2.2), of the Final EIS describes why a southern OMSF option would not meet the operational needs for the ST2 program. Please also see the response to Common Comment 4 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding consideration of sites in Redmond.

Letter I19, Seon Chun

From: ChunSeonJin [momofanne@hotmail.com]
Int: Wednesday, June 04, 2014 7:37 PM
To: OMSF

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Seon Chun and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "rebuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

I19-1

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

I19-1
cont'd

Thank you for considering my comments.

Sincerely,

Seon Chun

Responses to Letter I19, Seon Chun

Response to Comment I19-1

Please see response to Comment B18-3.

Letter I20, Charles Comfort

From: Charles Comfort [ccmacskippy@msn.com]
Sent: Thursday, May 15, 2014 10:41 AM
To: OMSF
Subject: New Maintenance Facility

Follow Up Flag: Follow up
Flag Status: Flagged

Only a couple of comments:

1. Is the plan for East Link to be able to route rail cars directly into the Central Link line? If so, then if the East Side Options would probably make sense if they are operational cost at par with the Lynnwood site, since you could stage/surge/start/stop all or most of the East link cars from the East Side. If East Link rail can't transfer cars directly into the Central Link line, then the Lynnwood site would seem to be the obvious choice since in the event of a catastrophe that shuts down any of the maintenance sites, you need to be able to get the cars to the other site.

I20-1

2. Any site selection over another should obviously include travel distance since a shorter distance implies lower maintenance and power costs and therefore lower carbon, and again, if the East Link alignment includes an option to move rail cars directly into the Central Link line, it would seem like the East Side sites would be a better pick if they are closer the to the Central Link base.

I20-2

Regards,

Charles H. Comfort Jr.

Responses to Letter I20, Charles Comfort

Response to Comment I20-1

The East Link system would interline with the Central Link system at the International District/Chinatown Station and travel north through the Downtown Seattle Transit Tunnel. As outlined in Chapter 3, Section 3.1, *Transportation* (Section 3.1.1.1), of the Final EIS, beginning in 2023, two lines will be in operation. One line will operate between Lynnwood and Overlake Transit Center, and the other line will operate between Lynnwood and Kent/Des Moines. The two lines will merge at the International District/Chinatown Station and share the same tracks between the merge point and Lynnwood. The shared tracks include a tunnel that will stretch 8.7 miles between the International District/Chinatown Station and the tunnel portal just south of Northgate Transit Center. The two lines will be scheduled to alternate operations on the shared tracks in both directions.

Response to Comment I20-2

As part of the siting process, Sound Transit prepared the Link Corridor Analysis in August 2012, in which travel times of rail cars was analyzed in relation to a sites ability to meet operational needs of the ST2 system. Chapter 3, Section 3.1, *Transportation*, of the Final EIS describes light rail operating characteristics, including estimated travel times.

Letter I21, Linden Clausen

From: Linden Clausen [lindenclausen@gmail.com]
nt: Tuesday, June 10, 2014 2:25 PM
o: OMSF
Subject: COMMENTS ON OMSF LYNNWOOD SITE
Attachments: comments on OMSF.wps

See attached comments with addressee info

COMMENTS ON OMSF BY LYNNWOOD RESIDENT

Linden Clausen
20212 52nd Ave W
Lynnwood, WA
June 10, 2014
Lindenclausen@gmail.com

As a resident home owner, who lives across the street from the proposed site, I am concerned that my family's quality of life will be degraded by the OMSF Lynnwood Alternative. I fear that increased traffic, noise, vibration, and light pollution during operation of the link cannot be fully mitigated, and that effects of the construction phase would be even worse. | I21-1

The DEIS, in Section 3.6., says that the visual impact on residents of the likely C3 alternative will be moderate. I feel that mitigation offered by a 6 foot fence will not keep an industrial facility the size of the OMSF across (and along) the street from a residential area from degrading the aesthetics of the neighborhood and of traveling the sidewalks, bike paths, and roadway of 52nd Ave. W. The many striped poles seen at the downtown OMSF are an example of what we would see from 52nd. | I21-2

I did not see where the DEIS addresses the effect of light from the OMSF on the surrounding area. The night operations of the facility could be a significant contributor to light pollution in our neighborhood. | I21-3

Although the DEIS seems to say that there will be no impact from noise or vibration and little from traffic, I am concerned that operations of the OMSF will be more noticeable and disruptive to the residential area at night, when other activities in the area have decreased. | I21-4

Responses to Letter I21, Linden Clausen

Response to Comment I21-1

Objection to Lynnwood Alternative is noted. Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I21-2

The striped poles at the Forest Street OMF are Overhead Contact System (OCS) poles; design of the OCS poles would likely differ at the new OMSF, as the OCS poles at the Forest Street OMF are a public art project, “Safety Spires” by Dan Corson and Norie Sato. It has not been determined if OCS poles at the new OMSF will be incorporated as part of the facility’s public art. Please see response to Comment L5-21 and Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I21-3

Chapter 3, Section 3.6, *Visual and Aesthetics* (Section 3.6.4.2), of the Final EIS discusses lighting that may be required to support nighttime construction and operations at the OMSF.

Response to Comment I21-4

The noise analysis includes nighttime activities at the OMSF. As described in Section 3.8.1.1, predicted noise levels at night (between 10 p.m. and 7 a.m.) are increased by 10 dBA in the impact analysis modeling assumptions to account for nighttime noise sensitivity conservatively at residential properties.

Letter I22, Ayele Dagne

From: Ayele Dagne [ayele.dagne@gmail.com]
ant: Monday, June 02, 2014 9:31 PM
o: OMSF; council@bellevuewa.gov
Subject: 520 Site is the Wrong place for OMSF

Please DO NOT place OMSF at the proposed 520 site

It will be disastrous for the Cherry Crest and surrounding neighborhoods.

We are Yshearg Dagne and Ayele Dagne. We moved to Cherry Crest, 2618 127th Ave NE in 1990 and have lived here since then. We raised three sons, who went to college and are now gainfully employed. Antonio Valentino (a WW II hero) worked with the city and gave us the Cherry Crest mini-park so that the neighborhood young children could play and have a safe place for all children.

I22-1

With the OMSF at the proposed 520 site, just a couple of minutes from the minipark, the character of the neighborhood will change drastically. It will no longer be safe for children to ride their bicycles or walk to the stores or eateries as we used to.

1. It is not consistent with the character of the neighborhood. | I22-2
2. It is not consistent with City of Bellevue Comprehensive Plan | I22-3
3. it is not consistent with the current zoning | I22-4
4. It will create an economic desert around the site | I22-5
- 5.Existing 520 Plaza retail is consistent with our neighborhood in attractiveness and services offered - BECU, | I22-6
 staurants, small businesses etc...
6. ST's Draft EIS overlooked significant adverse economic impacts! | I22-7
- 7.It is displacing 101 businesses! This is an economic disaster! | I22-8
- 8.It has major impact on small businesses and ripple effect of employment displacement!!! | I22-9
- 9.Environmentally disastrous - Goff Creek is a salmon-bearing stream and poses major environmental | I22-10
 challenges

THE 520 SITE IS THE WRONG PLACE FOR OMSF!

-Ayele Dagne

Responses to Letter I22, Ayele Dagne

Response to Comment I22-1

Opposition to the SR 520 Alternative has been noted. Please see Chapter 3, Section 3.18, *Parklands and Open Space* (Section 3.18.4.5), of the Final EIS, which evaluates potential impacts on the Cherry Crest Mini Park. As described in Section 3.18.4.5, Cherry Crest Mini Park is separated from the SR 520 Alternative by SR 520 and would not experience impacts from construction or operation of the OMSF.

Response to Comment I22-2

Please see response to Comment L1-1.

Response to Comment I22-3

Please see response to Comment L1-1.

Response to Comment I22-4

Please see response to Comment L1-1.

Response to Comment I22-5

Opposition to the SR 520 Alternative due to impacts on small business owners noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I22-6

Opposition to SR 520 Alternative in response to impacts on small business owners noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I22-7

Temporary adverse impacts related to construction of the proposed project alternatives have been identified and evaluated in Chapter 3, Section 3.4, *Economics*, of the Final EIS. Potential mitigation to reduce these impacts has also been provided in this chapter.

Response to Comment I22-8

Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I22-9

Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I22-10

Analysis of impacts on Goff Creek is presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.5), of the Final EIS. Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I23, David J.

From: davidj6211@gmail.com
ent: Wednesday, June 18, 2014 8:48 PM
o: OMSF
Subject: Maintenance Lynnwood

Hello,

Thanks for considering Lynnwood as a possibility for the maintenance site. I feel its good for the community and jobs in our area. If I was working there, I'd prefer it be close to our homes. Driving to Bellevue would be quite costly. In a city with employment issues, this opens new jobs and opportunities for other local business to contract with your site. I feel this is a perfect choice. Bellevue doesn't want it and they don't deserve it either. Bellevue is taking the city in another direction. I want Lynnwood to remain diverse in its employment options for our citizens.

Please choose us!

Thanks,

Dave

Sent from Surface

Response to Letter I23, David J.

Response to Comment I23-1

Support for the Lynnwood Alternative has been noted.

Letter I24, Reiner Decher

From: Reiner Decher [reiner54@gmail.com]
Sent: Tuesday, May 20, 2014 9:05 AM
To: OMSF; council@bellevuewa.gov
Subject: OMSF siting

Follow Up Flag: Follow up
Flag Status: Flagged

Ladies and Gentlemen,

I recently attended a meeting of the Bridle Trails Community where a short presentation on the OMSF siting was discussed and a "unanimous" vote was taken regarding locations currently in play. While I agree with the Community that the site between SR 520 and NE 20 St is very undesirable, I do not agree with the sentiment that a Bellevue location is inappropriate. The site east of 124th Ave NE is not a bad choice for a number of reasons and I would endorse locating the OMSF there. The reasons are:

1. the nature of the area has always had railroad activity in the area. Perhaps not recently but it certainly was there in the past.
2. The economic impact is likely modest, perhaps even small considering other options.
3. Most importantly, it may well be that ST will need the facility if service is expanded to communities further East and North (Redmond, Kirkland, Woodinville) in the 50-70 years.

--
 Reiner Decher
 Prof. Emeritus
 U of Washington,
 Seattle WA
 425-885-1305

mail address
 5249-140th Ave NE
 Bellevue WA 98005

Responses to Letter I24, Reiner Decher

Response to Comment I24-1

Opposition to the SR 520 Alternative and general support for the Preferred Alternative has been noted.

Response to Comment I24-2

Support for the Preferred Alternative has been noted.

Letter I25, Michelle Deerkop

From: C Deerkop [deerkopc@msn.com]
Sent: Monday, June 23, 2014 1:36 PM
To: OMSF
Subject: maintenance facility

I am emailing to comment on the proposed maintenance facility in Bellevue.

I think Bellevue should be considered as a sight for this facility. The long-range vision of the city mentions transportation & mobility and fast reliable transit & making sure "Bellevue is well connected to the rest of the region and its activities via roads & transit". It is time for the city to acknowledge that access comes with a price, and that may mean citing the facility in Bellevue. The reasons for placing the facility are valid and having the facility in the middle of the line does make sense.

I25-1

Thanks,
Michelle Deerkop

Response to Letter I25, Michelle Deerkop

Response to Comment I25-1

Support for the alternatives located in Bellevue has been noted.

Letter I26, Patti and Don Dill

June 14, 2014

Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

Re: DEI Comment
Light Rail Maintenance Facility Bellevue:

We strongly object to the idea of placing a Light Rail Maintenance Facility at 130th Avenue and 20th Street in Bellevue (the 520 option). The fact that this location is even on your list is absurd. You would be removing a large number (101) of existing small businesses that are thriving in a wonderfully designed neighborhood shopping area and replacing these businesses with a huge industrial complex that does not fit into the neighborhood at all. In addition, Bellevue and the State of Washington would be losing a large tax base as a result of you closing these businesses.

I26-1

Your Alternatives Analysis is incorrect in stating on page 4-9 that "The OMSF would not result in substantial changes to the visual environment because the building mass, size, and use are typical of the surrounding area". This is NOT TRUE. The OMSF is not at all consistent with the mass, size and use of the neighborhood. I encourage you to take a drive down 20th Street between 130th and 140th Avenues and look at the area. You will see that a mass transit maintenance base is not at all consistent with the flavor and function of this neighborhood.

I26-2

Please also note that you would be destroying sections of Goff Creek, which is a salmon stream. I don't think washing and repairing light rail trains over Goff Creek is an idea that would pass environmental review.

I26-3

The BNSF option, which is across the street from the King County Metro bus maintenance base seems much more logical, if, in fact, the Bellevue options are the only options under consideration.

I26-4

Sincerely,


Patti and Don Dill, Bellevue, WA

Responses to Letter I26, Patti and Don Dill

Response to Comment I26-1

Opposition to the SR 520 Alternative due to the removal of small businesses and potential land use conflicts has been noted. Please see responses to Common Comments 8 and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I26-2

The summaries given in Chapter 4, *Alternatives Analysis* (Table 4-2), of the Final EIS, focus on comparing the build alternatives and their effectiveness in addressing the proposed project's goals and objectives. Chapter 3, Section 3.6, *Visual and Aesthetic Resources*, of the Final EIS provides a broader discussion of potential visual effects of the proposed project. Appendix F.3, *Visual Simulations and Key Observation Point Analysis*, of the Final EIS provides a visual simulation of impacts at the SR 520 Alternative site. A key observation point for the visual analysis is located at NE 20th Street east of the site. The visual analysis acknowledges and describes the current view of commercial developments and describes the effect of the proposed OMSF project. If the SR 520 Alternative was selected as the alternative to build, viewers traveling west on NE 20th Street would see the OMSF site in the background from approximately west of 148th Avenue NE to 140th Avenue NE.

Response to Comment I26-3

Analysis of impacts on Goff Creek is presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.5), of the Final EIS. Please also see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Vehicle wash water would be controlled on-site and discharged to the sanitary sewer system for all build alternatives. It would not enter Goff Creek or any other stream or wetland at the build alternative sites.

Response to Comment I26-4

Preference for the Preferred Alternative, of the Bellevue alternatives, has been noted. The OMSF alternatives also include an alternative site in Lynnwood (see Chapter 2, *Alternatives Considered*, of the Final EIS).

Letter I27, Beverly Dillon

From: Bev Dillon [bevdillon7@yahoo.com]
nt: Monday, June 23, 2014 8:49 PM
o: OMSF
Subject: Maintenance facility sites question

To Sound Transit -

I do not want to have a light rail maintenance facility site in our City of Bellevue.

Bellevue already has thoughtful plans for the land in this city.

Please find a site in another outlying area.

Beverly Dillon

I27-1

Response to Letter I27, Beverly Dillon

Response to Comment I27-1

Opposition to the alternatives being located in Bellevue has been noted.

Letter I28, Debbie Dimmer

From: Debbie Dimmer [debbie.dimmer@gmail.com]
nt: Wednesday, May 21, 2014 8:11 PM
o: OMSF; council@bellevuewa.gov
Subject: Sound Transit OMSF

Follow Up Flag Follow up
Flag Status: Flagged

I am writing to voice my strong opposition to option 4, locating the OMSF in Bridle Trails. Having an operations facility at the entrance to my neighborhood is not what I envision having to drive past on a daily basis. I enjoy the numerous and varied small businesses which already occupy this location. Existing 520 Plaza retail is consistent with our neighborhood in attractiveness and services offered. Other sites being considered are in industrial areas and will not disrupt families and neighborhoods. Please do not destroy the neighborhood ambiance of Bridle Trails.

I28-1

Your own study indicates this is site would cause the greatest disruption to businesses, the environment, and cause the greatest loss in tax revenue. I am also very concerned how it would impact our property values.

I strongly urge you to not select the 520 Bridle Trails site for the OMSF.

Debbie Dimmer
12810 NE 32nd Pl
Bellevue, WA 98005

Response to Letter I28, Debbie Dimmer

Response to Comment I28-1

Opposition to SR 520 Alternative has been noted. Please see the responses to Common Comments 8, 16, 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I29, Glenda and Paul Donlan

From: Glenda Donlan [glenda_donlan@hotmail.com]
Sent: Wednesday, May 14, 2014 8:21 PM
To: OMSF
Subject: Input on the Potential Sites for OMSF

We are longtime residents of the Bridle Trails neighborhood, with a home near the intersection of 134th Ave NE and NE 24th St. We have lived here for over 15 years, and the larger Cherry Crest/Bridle Trails neighborhood has been and continues to be a quiet residential area with a focus on family-friendly activities. During the day, the area is active with pedestrians, bicyclists, and elementary school traffic (including buses for most of the neighborhood children). High school students learn to drive at a nearby training facility and practice their nascent skills on nearby streets. Evenings are quiet and peaceful, with minimal light pollution. The stores and restaurants on NE 20th Street are family-friendly, smaller in size, and have minimal impact on the safety and tranquility of the neighborhood.

We are opposed to Potential Site 4: Bellevue SR 520, adjacent to NE 20th Street. Placing the OMSF at this site would significantly and detrimentally affect the neighborhood and surrounding area. Employees will cause increased weekday and weekend traffic congestion (assuming seven day operations) at the times when families are making trips to and from school and work, or going on weekend biking or walking jaunts, or driving to family activities in the area. The light and noise of night and weekend operations will also harm the character of the nearby residential neighborhoods. | I29-1

Another very serious concern is the environmental impact. This area is home to bald eagles, coyotes, owls, and a variety of other birds, as well as some deer and bobcat. (All of these creatures have been regular visitors to our yard and our neighbors' yards.) There are many nocturnal (and diurnal) creatures whose survival would be threatened by the light, noise, and potential pollution produced by a maintenance facility. Area residents are sensitive to and protective of Goff Creek, which not only serves as its own fragile aquatic ecosystem but directly affects salmon habitats as part of the larger water basin. | I29-2

The other potential Bellevue sites under consideration are in areas that are already home to industrial, light manufacturing, and evening/weekend shift-type operations. These areas, while relatively nearby, are far enough removed from the neighborhood that their operations do not affect the residents and wildlife of our community. Bellevue is a city committed to preserving the character of its neighborhoods. Please respect the residents and wildlife of this neighborhood, and remove Site 4 from consideration. | I29-3

Sincerely and respectfully yours,

Glenda and Paul Donlan
 3233 134th Ave NE
 Bellevue WA 98005
 425.985.2278

Responses to Letter I29, Glenda and Paul Donlan

Response to Comment I29-1

Opposition to the SR 520 Alternative has been noted.

As described in Chapter 3, Section 3.1, *Transportation* (Section 3.1.5.2), and in Appendix E.1, *Transportation Technical Report*, of the Final EIS, all of the proposed OMSF alternatives, including the SR 520 Alternative site, would result in net decreases in traffic generated on local roadways compared to the existing land uses on those sites. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

As described in Chapter 3, Section 3.8, *Noise and Vibration* (Section 3.8.4.5), of the Final EIS, no noise impacts would occur due to operation of the SR 520 Alternative, including during nights and on weekends. The nearest residences are at least 700 feet from the site. Similarly, any exterior security lighting installed at the OMSF would be similar to that of the Forest Street OMF, which has light poles up to 80 feet high and exterior lighting on the buildings. Design measures to reduce light pollution would employ the technologies available at the time of project design. Such measures could include shielding the lights to avoid light spill on adjacent properties.

Response to Comment I29-2

Comment noted. Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Analysis of wildlife impacts within the SR 520 Alternative site are presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.5), of the Final EIS. As described in Section 3.9.3.3, the SR 520 Alternative site is 92% developed. There is a large patch of undeveloped forested habitat immediately north of the site, but it separated from the site by SR 520, which forms a wildlife barrier. Commenter notes the diversity of wildlife observed in their neighborhood; however, the commenter lives in a relatively forested area on the opposite side of SR 520 and approximately 0.6 mile north of the SR 520 Alternative site.

Response to Comment I29-3

Opposition to the SR 520 Alternative and general support for the Preferred Alternative and BNSF Modified Alternative have been noted.

Letter I30, Elna Duffield

From: Elna Duffield [l.duffield@comcast.net]
Sent: Tuesday, June 03, 2014 10:24 PM
To: OMSF
Subject: 25 Acre Railyard in Bellevue area

I don't feel the area north of Northup Way from the Plaza 520 Complex to the Acura Dealership is the appropriate location for a railyard. It makes no sense to destroy the 100's of businesses in that area when there are other locations that are both better suited and would not have the financial impact at this proposed location. This is NOT a good plan for this area of densely populated businesses and it doesn't make good economic sense.

I30-1

Respectfully,
Elna Duffield
206-779-5046
Email: L.Duffield@comcast.net

Response to Letter I30, Elna Duffield

Response to Comment I30-1

Opposition to the SR 520 Alternative due to the displacement of businesses has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I31, Millie English

From: Millie English [english.millie@gmail.com]
ent: Monday, June 23, 2014 3:01 PM
o: OMSF
Subject: I am a 34-year resident of 13236 NE 40th St., Bellevue, Washington

I think a 20-25 acre industrial facility like OMSF is not consistent with the zoning in the Bel-Red corridor

All of the potential sites will displace businesses which I patronize and which pay taxes.

OMSF at Northrup and 130th would shut down 101 businesses.

Millie English

I31-1

Response to Letter I31, Millie English

Response to Comment I31-1

Opposition to the SR 520 Alternative due to inconsistency with the Bel-Red Corridor and displacement of businesses has been noted. Please see the responses to Common Comments 8 and 11 in Chapter 5, Final EIS, *Public and Agency Comment Summary*, of the Final EIS.

Letter I32, Jeff Finn

From: Jeff [jeff_finn@hotmail.com]
ent: Monday, June 23, 2014 4:08 PM
To: OMSF
Subject: OMSF Draft Environmental Impact Statement Comment

Thank you for the opportunity to comment on the OMSF Draft EIS.

If there are not other significant environmental concerns about siting the Operations and Maintenance Satellite Facility, it appears to me that the primary objection to siting the facility at the Bellevue BNSF location is that using this location for the OMSF would result in the significant negative impact of changing the use of property that had been planned for higher density mixed use residential development within walking distance of the EastLink Light Rail's planned 120th Street station.

I32-1

From my perspective, I do not understand why the imperceptibly different *Alternative #3, Bellevue: BNSF Modified* was proposed instead of one which under-grounded the OMSF at the BNSF site. My proposed alternative would preserve the ground level for the existing and comprehensively planned mixed residential/commercial uses by merely providing a cover platform over the OMSF.

We have done this in our region before. The Washington State Convention Center over I-5 is a perfect illustration of allowing for dense transportation system uses and people uses on the same piece of real estate

I32-2

I would also think that the sale of the development rights above an OMSF at the BNSF location could go a long way toward paying for any extra costs incurred for under-grounding the OMSF. Of course, my assumption should be subjected to impartial, professional economic analysis.

Thank you for your consideration of my comments,

Jeff Finn
 14232 NE 2nd PL
 Bellevue, WA 98007
 425-643-4694

Responses to Letter I32, Jeff Finn

Response to Comment I32-1

Objection to the Preferred Alternative and BNSF Modified Alternative has been noted. Please see the response to Common Comment 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

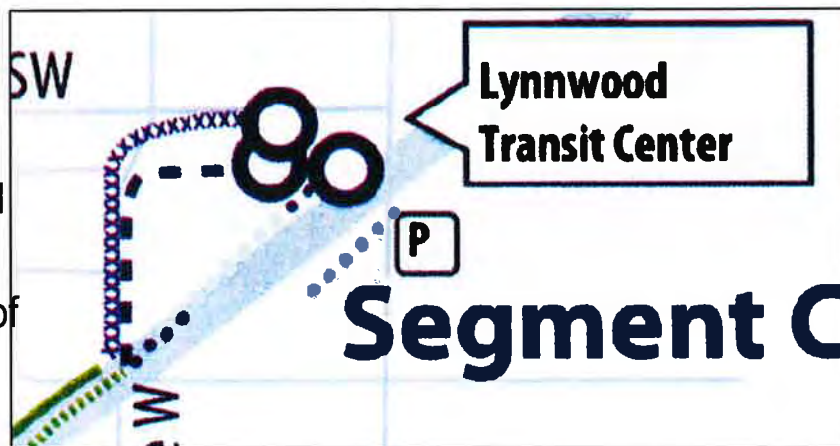
Response to Comment I32-2

The BNSF Modified Alternative was developed to leave a frontage area along 120th Avenue NE available for other development.

Support for an underground OMSF at the Preferred Alternative site has been noted. Chapter 2, *Alternatives Considered* (Section 2.3.1), of the Final EIS discusses why this was not advanced. Please see the response to Common Comment 3 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding changes to the Preferred Alternative to maximize TOD potential on the site.

Letter I33, Warren B. Funnel

I am against the proposed installation of Sound Transit's repair and maintenance facility in the Cedar Valley Community of Lynnwood.



1. The proposed installation would impact my neighborhood with noise and commotion.

I33-1

2. Lynnwood has a number of precious views and unassuming landscaping.

I33-2

This installation would turn the area into an industrial operation, with a huge disruption in the Cedar Valley Community.

3. The land has already been studied for construction of an office building for Edmonds School District, which would have landscaping, and allow a walking path around the perimeter, making for a neighborhood asset. Walking around a chain link fence with razor-sharp barbed wire around the top, and perhaps guard dogs, would bring shame to the community. **More than \$1,400,000 tax dollars invested would be wasted.**

I33-3

4. There are other proposed locations in Bellevue, and I suppose the planners feel that the dissenters are the "NOT IN MY BACKYARD" group. In this case it would be almost in my front yard. Too many people in the Cedar Valley Community would be adversely affected.

I33-4

5. It will create a level of noise and activity that is not conducive to an established community such as ours, Cedar Valley.

I33-5

6. Property values would plummet.

I33-6

submitted by Warren B Funnell / 20510 – 53rd Ave W / Lynnwood WA 98036
June 22, 2013

Responses to Letter I33, Warren B. Funnel

Response to Comment I33-1

Opposition to the Lynnwood Alternative due to noise impacts on surrounding neighborhoods has been noted. Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I33-2

Chapter 3, Section 3.6, *Visual and Aesthetic Resources*, of the Final EIS analyzes potential visual impacts at the Lynnwood Alternative site; no adverse impacts were found.

Response to Comment I33-3

Opposition to the Lynnwood Alternative due to potential conflicts with the Edmonds School District property plans and proposed fencing has been noted. Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding coordination efforts between Sound Transit and the Edmonds School District.

Fencing would be coordinated with the Lynnwood City Code to ensure compatibility with surrounding uses.

Response to Comment I33-4

Comment noted. Impacts on residents related to noise, safety and the Interurban Trail are discussed in Chapter 3, Sections 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, 3.6, *Visual and Aesthetic Resources*, 3.8, *Noise and Vibration*, and 3.18, *Parklands and Open Space*, of the Final EIS.

Response to Comment I33-5

Please see response to Comment I33-1.

Response to Comment I33-6

Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I34, Brett Gibbs

From: Brett G. [gibbsb@live.com]
Sent: Monday, May 12, 2014 11:23 AM
To: Bellevue Council; OMSF
Subject: Sound Transit maintenance facility DEIS comment

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sound Transit and Bellevue Council,

The draft environmental impact statement has been published. We are now in a comment period.

It appears that one of the Bellevue alternatives in Bel-Red is the preferred option, with supposedly no sensitive noise or vibration impacts according to what I read in the executive summary. The document says that some noise reduction measures would be included if a Lynnwood site was selected but apparently these measures wouldn't be taken for the Bellevue sites. It would be interesting to get clarification about why these measures weren't considered appropriate for the Bellevue alternatives. It appears that Sound Transit believes that nearby residences and businesses wouldn't experience any significant noise or vibration disturbances from a Bellevue site.

I34-1

It also appears that impacts to car and pedestrian traffic, such as impacts caused by trains moving in and out of the facility, were not considered in the environmental impact statement, or at least I could find no mention of them in the executive summary. Are these impacts taken into consideration when selecting a site?

I34-2

<http://www.soundtransit.org/Projects-and-Plans/Link-Operations-and-Maintenance-Satellite-Facility/OMSF-document-archive/OMSF-Draft-Environmental-Impact-Statement>

Thanks,

Brett Gibbs

Responses to Letter I34, Brett Gibbs

Response to Comment I34-1

The noise analysis conducted for the alternatives in Bellevue used FTA criteria and the local noise control ordinance from the City of Bellevue. A noise impact at the existing Metro Bus Maintenance base was identified, located directly east of the Preferred Alternative site that can be mitigated with a sound wall. No other noise impacts were identified under either criterion; therefore, no mitigation is proposed. More information on noise impacts is located in Chapter 3, Section 3.8, *Noise and Vibration*, and Appendix E.2, *Noise and Vibration Technical Report*, of the Final EIS. Please also see response to Common Comment 25 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding concerns about noise impacts on the Seattle Children's Hospital: Bellevue Clinic and Surgery Center.

Response to Comment I34-2

Chapter 3, Section 3.1, *Transportation*, of the Final EIS addresses vehicle and pedestrian traffic. None of the build alternatives would construct new at-grade crossings of roadways. Lead track configurations for all of the build alternatives would allow LRVs to enter and exit the proposed project along an exclusive right-of-way. None of the build alternatives would result in new off-site conflict points for automobiles or pedestrians.

Letter I35, Kirby Gilbert

From: Kirby Gilbert [kirbywgilbert@gmail.com]
Sent: Monday, June 16, 2014 6:46 PM
To: OMSF
Subject: OMSF Draft Environmental Impact Statement - comments
Attachments: RailYard Historic Tree info.pdf

Hello, I have reviewed the Draft EIS and to me clearly the BNSF alternative is a rational and practical choice and while the Bel-Red corridor takes a potential disproportional "hit" in terms of future development reductions but it makes practical sense for the region as it is the lowest cost alternative (and low environmental impact or also will likely be the least environmentally damaging practicable alternative (LEPDA) from the Clean Water Act 404 standpoint; and it is least disruptive in terms of business displaced and cost and construction impacts. Its also in situated in low topographic point from the common transportation residential viewpoints and overall the environmental and social-economic impacts are likely the least cost choice to our Puget Sound region that benefit from the commerce and transportation mobility benefits of this light rail expansion. Most people likely strive to see achieved with the further expansion of Sound Transit Light Rail as other cities have experienced the great ridership and benefits of an expanded rail system that will need basic services and operational utilities to run the yard.

I35-1

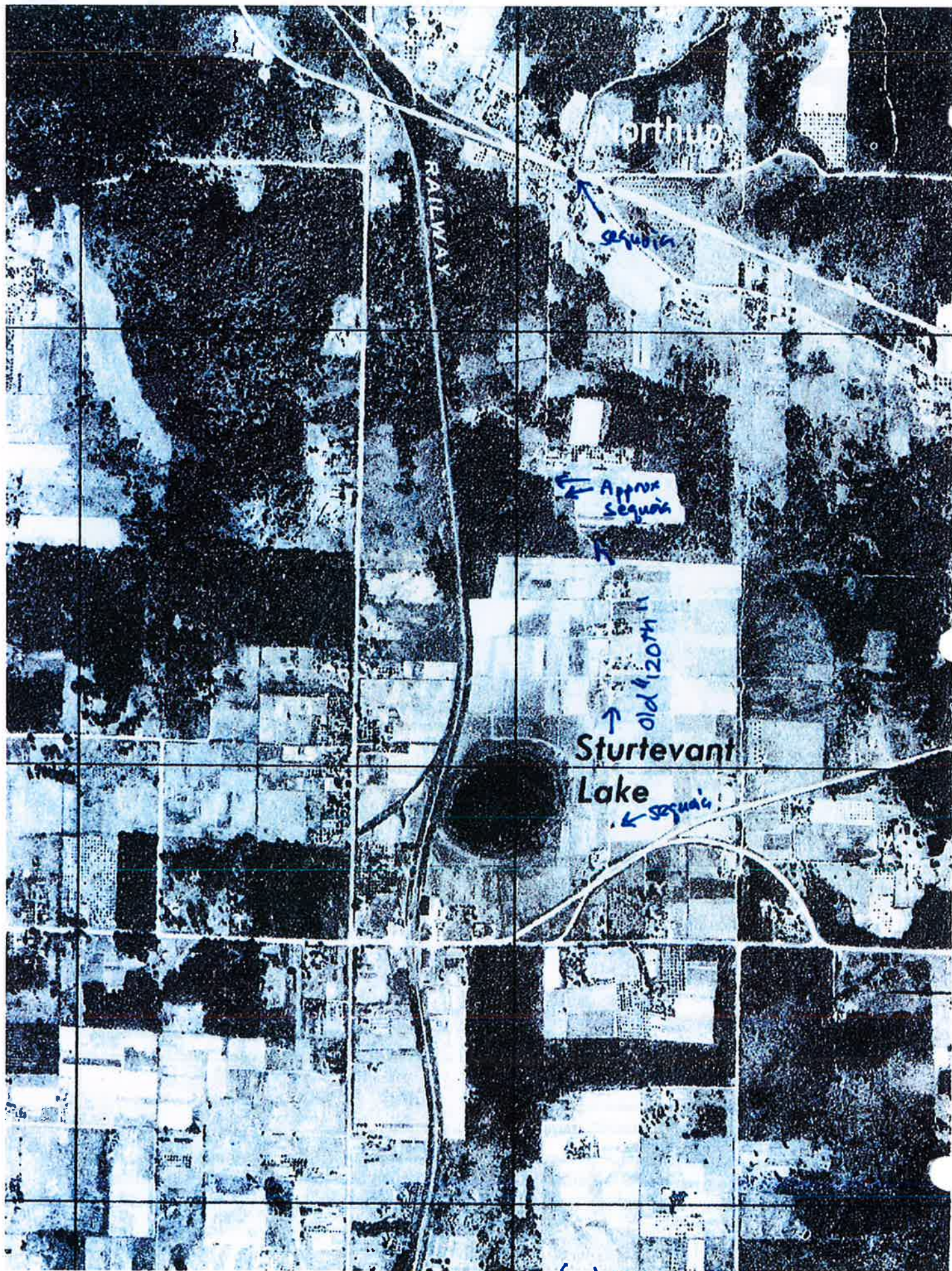
Specifically to the BNSF alternative I note that the cultural resources professionals should slightly re-analyze potential historic impacts related to the Area of Potential Effect (APE) as there are historic Sequoia Trees across 120th Avenue that are part of a historic planting of Sequoia Trees that span up and down 120th, south to north ranging from Northup Way to 24th Street NE. see attached aerial photo. those trees could likely be saved since they are across the road from the Audi Dealer and the proposed rail yard footprint. Thanks and feel free to contact me if needed - kirbywgilbert@gmail.com

I35-2

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Figure 6-6: BNSF Alternative—Historic Buildings and Structures
Sound Transit Link Light Rail OMSF Draft Cultural Resources Technical Report



CORPS of ENTS MOSTAD (1944) 1941 AIR PHOTO

Responses to Letter I35, Kirby Gilbert

Response to Comment I35-1

Support for the Preferred Alternative has been noted.

Response to Comment I35-2

There are eight trees tentatively identified as Giant Sequoias along the eastside of 120th Avenue NE, north of NE 12th Street. A ninth tree is located on the north side of State Route 520 in the same general alignment. The latter is outside the project's study area. No information has been found associating these trees with the history and development of Bellevue, and it is not known when they were planted or by who. They are not considered to be cultural resources eligible for the purposes of this study, nor are they considered eligible listing in the National Register of Historic Places. Although Sequoias are an unusual tree type and are not native to the Puget Sound, many other instances of the tree are known to exist in Bellevue and throughout the Seattle area.

Letter I36, Eric Goodman

From: Eric Goodman [ejosephgoodman@gmail.com]
ent: Friday, June 20, 2014 11:09 AM
o: OMSF
Subject: OMSF Comments

I appreciate the work you are doing to build regional transit. The choice of a location for the OMSF is no doubt difficult because of the impacts such a large industrial facility will have. My priorities are reducing environmental impact, minimizing future operations cost and vulnerability to disruptions and maintaining the ability to develop transit supportive land use around station areas. These are hard goals to reconcile. The first rules out the Lynnwood site #1 because it has too large an impact to an important wetland. Scriber creek has already suffered substantial loss of size and function from nearby transportation infrastructure and further impacts need to be avoided. The Lynnwood site also has operating disadvantages that would add ongoing costs unnecessarily. Sites #2 and #4 in Bellevue also have large impacts to the neighboring community and businesses. The siting of #2 would displace a large amount of the potential development in a station area and reduce the usefulness of that station. Site #4 would require displacing a large number of thriving businesses and would offset the benefits of bringing new jobs to the area. While site #3 also creates some impacts, it seems to reduce these in a manner that makes it stand out as better than the other alternatives. #3 maintains the potential for transit supportive development along both sides of 120th Ave NE. It shelters the noise and visual impact of the facility by placing it in an interior block location surrounded by other street facing uses. It has few environmental concerns, good access for employees, and is well positioned to maintain low operating costs for service. #3 also builds more track along the Eastside Rail Corridor reducing the cost of an eventual extension to Kirkland and areas north. Please choose Alternative #3 for the OMSF.

I36-1

Thank you,
Eric Goodman, AICP
Edmonds, WA

Response to Letter I36, Eric Goodman

Response to Comment I36-1

Support for the BNSF Modified Alternative over the other build alternatives has been noted. Please see the responses to Common Comments 8, 12, 17, and 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I37, Richard Gorman

From: Richard Gorman [richard.gorman@comcast.net]
Sent: Monday, June 23, 2014 1:05 PM
To: OMSF
Cc: planningcommission@bellevuewa.gov
Subject: Proposed light rail maintenance facility in Bellevue

I am a local resident of Bellevue in proximity to the proposed Light Rail Maintenance facility south of SR520 in the vicinity of 130th. As a long time resident I have watched the development of this area as a high density/commercial area that supports the existing community. Eliminating the existing businesses will not only cost jobs but be a blight on the area no matter how it is disguised. I cannot conceive of a land use more out of step with the surrounding area than the proposed rail yard. As a voter and concerned citizen I urge Sound Transit to find a more suitable location for the rail yard, and further, not to destroy the existing neighborhood at the proposed location.

I37-1

Thank you,
Richard Gorman
3648 113th Ave NE
Bellevue, WA 98004

Response to Letter I37, Richard Gorman

Response to Comment I37-1

Opposition to the SR 520 Alternative due to the removal of businesses and concerns of land use compatibility has been noted. Please see the responses to Common Comments 8, 10, and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I38, Krista and Eric Hammer

From: Krista Hammer [khammer0@live.com]
Sent: Wednesday, June 11, 2014 3:43 PM
To: OMSF
Cc: Eric Hammer
Subject: Oppose Option 4

Dear Sound Transit,

We have lived in the Bridal Trails neighborhood of Bellevue for 14 years. This is an anchor neighborhood for Bellevue with hundreds of homes. All of us that live in this neighborhood as well as Pikes Peak drive past the proposed facility site many times a day--going downtown Bellevue to work, driving our children to school, getting on and off the freeway to Seattle, etc. This proposal is completely at odds with the plan for development in the area surrounding our neighborhood. It is completely bizarre to have this located here if you have actually driven around the area and understand the way that we residents use our adjoining businesses. Industrial use of this area needs to be completely phased out as Bellevue experiences the growth expected. This neighborhood is one of the oldest and most distinctive in Bellevue. Not everyone is wealthy. We have a whole diversity of incomes, but we all value our fantastic school (Cherry Crest), our Bridal Trails State Park, our beautiful trees and we love being so close to the local businesses. Whoever came up with this proposal has seriously misunderstood this community and the direction that things are going in Bellevue with planning for the growth we expect. Heavy industrial use of this critical area needs to be phased out completely. We support trains to promote less traffic, and we will use them, but this is not the right place for the maintenance facility.

I38-1

Sincerely,

Krista and Eric Hammer
 13126 NE 31st Place

Response to Letter I38, Krista and Eric Hammer

Response to Comment I38-1

Opposition to the SR 520 Alternative has been noted. Please see the responses to Common Comments 10, 15, and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I39, Paul Hartley

From: Hartley Paul [Hartley@intentsoft.com]
nt: Wednesday, June 11, 2014 4:17 PM
o: OMSF
Subject: this railyard location is a travesty

I39-1

Response to Letter I39, Paul Hartley

Response to Comment I39-1

Opposition to the OMSF alternative locations has been noted.

Letter I40, Marian Hayes

From: marian [marianghayes@hotmail.com]
ent: Tuesday, June 10, 2014 3:43 PM
ro: OMSF
Subject: Light rail maintenance facility

I am opposed to building this facility on the 520 site because it would destroy the business in the area. This area has retail stores which are nice to walk to from the surrounding Bridle Trails area. Turning it into an industrialized area would be detrimental to the businesses and nearby homes.

Either alternatives 2 or 3 are more appropriate sites and would impact less people.

Marian Hayes

I40-1

Response to Letter I40, Marian Hayes

Response to Comment I40-1

Opposition to the SR 520 Alternative due to impacts on local businesses has been noted. Please see the responses to Common Comments 8 and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I41, Stuart Heath

From: Elliott Bay [elliottbay@yahoo.com]
Sent: Sunday, June 15, 2014 5:44 PM
To: OMSF
Subject: Operations and Maintenance Satellite Facility

Sound Transit:

I am writing to express my objections and concerns to siting an Operations and Maintenance Satellite Facility in the Bel-Red Corridor of Bellevue, Washington. To that end, I would like to make the following comments:

- | | |
|--|--------------|
| <p>1. Zoning. An Operations and Maintenance Satellite Facility is inconsistent with the Bel-Red Corridor zoning.</p> | <p>I41-1</p> |
| <p>2. Property Values. In the Bel-Red Corridor, the OMSF will significantly impact the value of the surrounding properties (homes and small businesses) because it is not desirable for such a facility to be located next to homes and small businesses. The only way to mitigate that negative impact, at a minimum, is for the OMSF facility to have a public park and open space on its roof and a very sizeable public park or open space component that buffers the surrounding neighborhoods.</p> | <p>I41-2</p> |
| <p>3. Small Businesses and Tax Revenues. The City of Bellevue and its neighborhoods will lose significant small businesses because the OMSF employee base will not be nearly as large as the number of residents and employees that would otherwise be present and patronizing small local businesses. The City of Bellevue and its neighborhoods will therefore also lose the tax revenues and jobs that would have otherwise been generated by those small businesses. This will impair development of the Bel-Red Corridor and surrounding neighborhoods.</p> | <p>I41-3</p> |
| <p>4. Social Justice / Disparate Impact. There is a social justice component to where Sound Transit places the OMSF. The City of Bellevue is well known and very proud of its diversity; over 1/3rd of the residents are foreign born and the surrounding international businesses support many such members of the community. To the extent that Sound Transit displaces small businesses and negatively impacts the value of surrounding properties, placement of the OMSF in Bellevue will disproportionately impact small businesses and residences that may be owned by foreign born residents.</p> | <p>I41-4</p> |
| <p>5. Crime. The City of Bellevue and its neighborhoods will be at greater risk for crime as 'active spaces' are reduced by a large OMSF facility that will not offer the same level of activity and sense of community that would be present with other uses permitted by the Bel-Red Corridor's current zoning.</p> | <p>I41-5</p> |
| <p>6. Overall Infrastructure. The OMSF will not generate any local, county or state taxes that would otherwise be used to improve local traffic, provide parks and open space, and improve the local neighborhoods.</p> | <p>I41-6</p> |
| <p>7. Bridle Trails Neighborhood Traffic. The Bridle Trails neighborhood will have increased traffic as commuters travel alternative routes to avoid the Sound Transit trains that will run every day. Traffic has already projected to increase in the Bridle Trails neighborhood and the OMSF will have a further negative impact on the Bridle Trails neighborhood. The only way to mitigate that negative impact is, at a minimum, for Sound Transit to provide adequate surface streets within the Bel-Red Corridor that</p> | <p>I41-7</p> |

lead directly to I-405 and 520 such that there will not be an increase in traffic through the Bridle Trails neighborhood.

I41-7
con't

Sincerely,
Stuart Heath
13252 NE 47th Street
Bellevue, Washington 98005

Responses to Letter I41, Stuart Heath

Response to Comment I41-1

Please see the responses to Common Comments 10 and 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Please also see response to Comment L1-1.

Response to Comment I41-2

Please see response to Comment O10-9.

Response to Comment I41-3

Comment noted. Please see the response to Common Comment 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I41-4

Comment noted. Impacts on ethnic servicing business under the SR 520 Alternative are acknowledged in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, and Appendix C, *Environmental Justice*, of the Final EIS.

Response to Comment I41-5

Comment noted. The proposed OMSF would include security measures including fencing, on-site security personnel, and routine security patrols during evening hours. No impacts on emergency response access would occur under any OMSF alternative. Chapter 3, Section 3.15, *Public Services*, of the Final EIS provides additional detail on police service impacts associated with the OMSF.

Response to Comment I41-6

Please see response to Common Comment 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which addresses the comment on foreseeable tax revenue impacts.

Response to Comment I41-7

As outlined in Chapter 3, Section 3.1, *Transportation*, and Appendix E.1, *Transportation Technical Report*, of the Final EIS, all of the build alternatives would result in net decreases in traffic generated on local roadways compared to the existing land uses on those sites.

Letter I42, Lisa Heilbron

From: Lisa Heilbron [lisa@plattbron.org]
ent: Monday, June 16, 2014 7:50 PM
.o: OMSF
Subject: DO NOT PUT RAILYARD in BELLEVUE!

Dear Sound Transit Board,

I am writing to voice my concerns about the possible rail yard site at Plaza 520 in Bellevue. As a close neighbor in Bridle Trails, placing a huge industrial rail site right next to our forested neighborhood and displacing the businesses we rely on daily would be devastating. There are 3 main reasons.

We have a clean, forested, non-industrial character to our Bridle Trails neighborhood - a heavy rail yard at the core of our neighborhood is incompatible.

The economic impacts of destroying 25 acres of prime commercial real estate on the main economic artery in Bellevue, Northup, would be devastating! The rail yard would be an economic dead zone right in the midst of an area that is currently being redeveloped and gentrified at considerable cost. The rail yard would set back all of those efforts!

Bellevue is the driver of economic development for the Eastside, as well as for the whole region. Bellevue is where high tech jobs and services are flocking. It makes no sense to put a dead, unsightly rail yard in the midst of our economic boom! The economic impact to Bellevue and the whole region would be much worse in Bellevue than in Lynwood.

Please don't hamper the amazing growth and positive development in the Eastside's premier city. Please PLACE THE RAIL YARD outside of Bellevue.

-Lisa Heilbron
Bellevue, Bridle Trails resident

I42-1

Response to Letter I42, Lisa Heilbron

Response to Comment I42-1

Opposition to the alternatives in Bellevue (Preferred Alternative, BNSF Modified Alternative, and SR 520 Alternative) due to incompatibility with the Bridle Trails area and economic impacts has been noted. Please see responses to Common Comments 8, 10, 15, 16, and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I43, Kathleen Heiner

From: Kathleen Heiner [k_heiner@hotmail.com]
ent: Wednesday, June 18, 2014 1:54 PM
o: OMSF
Subject: Proposed Bel-Red rail yard site

Dear Members of the Sound Transit Board of Directors,

I would like to voice my objection to the locating of the proposed rail yard on NE 20th. The proposed site is now home to over one hundred small businesses, none of which could be considered industrial in nature. By putting in a rail yard that would be more in keeping with the "No Man's Land" character of the Seattle Sodo district, the area will be forever changed for the worse, eliminating what is a consumer and neighborhood friendly buffer zone.

We are proud home owners who love the character of our Bridle Tails neighborhoods. This option will literally put heavy, noisy, unsightly industry less than a block from our homes. It has the potential for devaluing our property.

I ask you to re-think this option and put the rail yard in a place that is removed from single family homes and that will allow our small businesses to remain.

Sincerely,

Kathleen Heiner
2930 124th Ave. NE
Bellevue, WA 98005
425.883.3091 k_heiner@hotmail.com

Sent from Windows Mail

I43-1

Response to Letter I43, Kathleen Heiner

Response to Comment I43-1

Opposition to the SR 520 Alternative due to impacts on local businesses and the Bridle Trails area has been noted. Please see the responses to Common Comments 8, 15, and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I44, Randel Herd

From: Randel Herd [randel_herd@hotmail.com]
Content: Saturday, May 17, 2014 4:31 PM
Subject: OMSF
Eastside OMSF

Good Afternoon

I received your mailing requesting comments about the potential sites for the Operations & Maintenance Satellite Facility. I am not that familiar with the site in Lynnwood, so I will limit my comments to the 3 Bellevue sites.

As a decades-long resident of Bellevue, I can say that all 3 Bellevue sites are within an area that has a long history of rail traffic and industrial usage. I can think of no reason why any of them would be inappropriate for this type of use.

My current residence is near 124th Avenue and Bel-Red Road, so I am aware there may be some impacts to me personally as light rail makes its way to the Eastside. During the 1990s I lived in the Denver area and am familiar with some of the changes brought by light rail. While there is some additional noise associated with the trains, it seemed to reduce traffic congestion. Also those neighborhoods near stations were seen as more desirable due to the added convenience of riding the train. Taking you back to the present, I can foresee the same positive impacts when light rail comes to the Eastside.

I44-1

Since I am not an engineer, I am not able to perform an educated comparison between the sites. In this way I view the 3 Bellevue sites as equal in my eyes. My recommendation is for Sound Transit to choose the one with the best long-term potential.

Randel Herd

Response to Letter I44, Randel Herd

Response to Comment I44-1

Support for locating the OMSF at any of the build alternative sites in Bellevue, particularly the site with the best long-term potential, has been noted.

Letter I45, Jenny Hill

From: Jenny Hill [jennyhill@cbbain.com]
Sent: Monday, June 23, 2014 1:16 PM
To: OMSF
Subject: Link Operations & Maintenance Satellite Facility

I would like to voice my objection to the possibility of locating the above referenced facility in Bellevue. I do not consider that either of the proposed locations are suitable. In particular, placing a railyard at 130th Ave and NE 20th area would displace over 140 small businesses. The other site would be more suitable, but I believe that using the highly valuable land in Bellevue is not appropriate for a train maintenance facility.

I45-1

A spur should be run from Overlake Station to Redmond - and to the Marymoor Park Industrial site. This would be an ideal location.

Thank you for your consideration.

Jenny Hill
Realtor

CRS GRI CIPS CNE

jennyhill@cbbain.com
Fax: 425-827-9578
www.cbbain.com/jennyhill

Multi-Year Winner of Seattle Magazine's
FIVE STAR Professional Real Estate Agent Award

Response to Letter I45, Jenny Hill

Response to Comment I45-1

Opposition for locating the OMSF at any of the build alternative sites in Bellevue, has been noted. Please see the responses to Common Comments 4 and 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I46, Amy Holan and Dan Conti

From: Amy [amyholan@gmail.com]
sent: Sunday, June 22, 2014 8:13 AM
to: OMSF
Subject: Rail Yard Impact

Hello,

My husband and I are home owners less than a mile from where the proposed rail yard is slated to be located. As I'm sure you are aware, that specific part of Northup Way is filled mostly with supply stores and equipment rental shops, except for that very small complex you are now considering for your rail yard. In that complex, you have several small businesses, which thrive in the neighborhood because businesses like those are so treasured.

I46-1

Small businesses are what build and enhance communities, which in turn hosts a multitude of benefits. Local businesses increase local spending, which increases the local economy. You have greater instances of entrepreneurship, greater political involvement, and overall greater well-being. Additionally, as we get to know our neighbors in these local businesses, we form a stronger community, decreasing crime, increasing a feeling of belonging, and ultimately, making Bellevue a greater place to live.

I can also assure you that by ripping local businesses out of their homes and away from their customer base, you are also creating a negative, anti-small business image for Sound Transit.

I hope that you do the right thing.

Amy Holan and Dan Conti

Response to Letter I46, Amy Holan and Dan Conti

Response to Comment I46-1

Opposition to the SR 520 Alternative due to impacts on local businesses has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I47, Laura Hurdelbrink

June 5, 2014

Sound Transit Public Hearing and Open House

I am Laura Hurdelbrink, vice president of the Bellmeade Association. The Bellmeade Association has gone on record as being opposed to the expansion of Sound Transit's maintenance yards anywhere in Bellevue. See our letter of May 31, 2014.

I47-1

I have just returned from an extended trip to Tokyo and Kyoto, Japan where urban transportation is an art. Being able to plan ahead does not seem to be a prerequisite of Sound Transit Officials. Public officials in Japan would be embarrassed to be making this type of proposal after making a boondoggle of expanding above ground transit that is not safe for the public to use and barely used as a percentage of total commuters. First and foremost, underground transit is a must in urban areas. Second, maintenance yards should not be in future downtown corridors of a future major metropolitan area.

I47-2

As a long term resident of the Eastside, I have seen the expansion that was never really talked about but was envisioned by many. Somehow there has always been time and money to build and then time and money to rebuild correctly. Costs today to do it correctly will be seen as inexpensive in 50 or 100 years in the future, especially when parts of Seattle are underwater. Spend time to stop and do the expansion correctly instead of paying for it twice at 5 to 10 times the cost. Stop doing it wrong and get on the right side of the tracks.

Laura Hurdelbrink
11635 N.E. 30th Place
Bellevue, WA 98005

Responses to Letter I47, Laura Hurdelbrink

Response to Comment I47-1

Opposition to locating the OMSF at any of the build alternative sites in Bellevue has been noted.

Response to Comment I47-2

Opposition to above-ground transit and locating the OMSF in a future downtown corridor/major metropolitan area has been noted. Please see response to Common Comment 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I48, George and Pam Hurst

From: Pam and George Hurst [gphurst@frontier.com]
ent: Saturday, June 21, 2014 7:53 PM
o: OMSF
Subject: OMSF comment

On June 3rd, my wife and I attended the Lynnwood public hearing regarding the Sound Transit Operations and Maintenance Satellite Facility. We strongly argue against using the Lynnwood site for that facility. Using Lynnwood would entail higher capital and operating costs for Sound Transit compared to any of the Bellevue sites. The Lynnwood site is surrounded by wetlands, neighborhoods and business parks. The Lynnwood site does not make financial sense and it would dramatically impact the wetlands and neighborhoods. The Bellevue sites are the best alternatives for Sound Transit. Thank you.

I48-1

George and Pam Hurst

George's cell - 425-232-7877
Pam's cell - 425-344-1048

Response to Letter I48, George and Pam Hurst

Response to Comment I48-1

Opposition to the Lynnwood Alternative due to higher operating costs and wetland and neighborhood impacts, compared to the other build alternatives, has been noted. Please see the responses to Common Comments 1, 27, and 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Chapter 3, Section 3.3, *Land Use*, of the Final EIS, which addresses the proposed project's compatibility with Lynnwood's land use and zoning designation upon approval of a Conditional Use Permit.

Letter I49, Nancy Jacobs

From: Nancy Jacobs [bnjacobs@frontier.com]
Sent: Monday, June 23, 2014 2:05 PM
To: OMSF
Subject: maintenance yard in Bellevue

I know you are having a tough time with this decision – there are a lot of not-in-my-backyard people here. I live in Pike’s Peak in Bellevue, and I think there is just 1 of the Bellevue options that make sense. It is the one by Lowe’s, and I believe it is the parcel that is occupied by International Paper. It is away from neighborhoods, which is good. It doesn’t make sense to put this at the base of 130th and displace many, many businesses. If this needs to be in Bellevue, I think that one option is the one you should take.

I49-1

Nancy Jacobs
12203 NE 37th Street
Bellevue, WA 98005-1210

Response to Letter I49, Nancy Jacobs

Response to Comment I49-1

Support for the Preferred Alternative (the alternative site previously occupied by the International Paper Facility) has been noted. Opposition to the SR 520 Alternative due to impacts on local businesses has been noted. Please see response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I50, Patricia Janes

From: Patricia Janes [patriciajanes@frontier.com]
ant: Friday, June 20, 2014 1:45 PM
ro: OMSF
Subject: Site at 130th & 24th Bellevue

Gentlemen: I wish to state my opposition to the site sometimes referred to 520. There will be over 100 businesses destroyed, as opposed to a mere 14 or so at the other two sites near 120th Ave. N.E.

Also the placement of this rail facility to the north of the Bel-Red area will ruin the plans for the development planned there. Also now that two properties in the vicinity have been chosen for "Pot Stores" could very well turn this potential vibrant retail area into a slum before any housing or new retail area has even been built.

Also Sound Transit has already purchased the property adjacent to 120th Ave. N.E. The only thing there now are 14 or so businesses and a car lot housing a bunch of unsold autos.

The capability Sound Transit has to make their maintenance facilities blend in would work better at 120th than the future tenants of the Spring District having to look out on a sea of unsold cars.

Thank you for receiving my comments. Please say no to the site called 520 that is home to over 100 businesses.

Patricia

I50-1

Patricia Janes

patriciajanes@frontier.com

Response to Letter I50, Patricia Janes

Response to Comment I50-1

Opposition to the SR 520 Alternative due to impacts on local businesses and concerns with the Bel-Red Subarea has been noted. Please see the responses to Common Comments 8 and 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Support for the Preferred Alternative has also been noted.

Letter I51, Dave Johnson

From: dave johnson [davidj621@hotmail.com]
Sent: Sunday, June 08, 2014 12:17 AM
To: OMSF
Subject: Please no Eastside Maintenance Facility

To whom it may concern,

Please do not put the facility in Bellevue. We chose to live here, and not somewhere else, for a reason. There are plans for redevelopment east of 405 that will be hampered greatly if you come here. There are so many businesses and residents, current and future, that would be at a loss. The majority of workers that are employed here, will not live in Bellevue. Why make them commute. Especially when the state is going to implement a gas tax in the future. We don't want industrial areas in Bellevue and have been waiting years to redeveloped coke, Safeway etc to provide housing and business. I51-1

I vote No No No No No on a Bellevue Maintenance Facility.

Thanks,

Dave

12409 ne 28th St
Bellevue, wa 98005

Sent from Surface 2

Response to Letter I51, Dave Johnson

Response to Comment I51-1

Opposition to locating the OMSF at any of the build alternative sites in Bellevue has been noted. Please see the response to Common Comment 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I52, Pamela Johnston

From: Pam Johnston [pamjjo@msn.com]
ent: Wednesday, June 18, 2014 2:14 AM
o: OMSF
Subject: Bellevue is not the place for OMSF

I look forward to light rail coming to our community, but an OMSF is not right for this area of Bellevue. We have spent citizens time and dollars planning for light rail in Bellevue. The result was making residential important in this area. You have failed to consider the citizens wishes by proposing an OSMF here. Moreover, considering placing this along 520 where it is close to the long standing residential community Bridle Trails whose focus is residential and natural settings and in an area important to our businesses, shows that you are not respecting the community.

I52-1

Sincerely,
Pamela Johnston
3741 122nd Ave NE

Response to Letter I52, Pamela Johnston

Response to Comment I52-1

Opposition to the build alternatives located in Bellevue, particularly the SR 520 Alternative due to incompatibility with the Bridle Trails area, has been noted. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I53, Heather Jones

From: heather jones [hrhjones@gmail.com]
ent: Wednesday, June 11, 2014 6:36 PM
.o: OMSF
Subject: NO on SR520 Site

To whom it may concern:

I would like to express my opposition to the SR520 site for the Sound Transit rail yard and maintenance facility. I have grave concerns for the impact that location would have on my neighborhood and community. On a personal level, it would replace thriving businesses with an industrial storage facility that would add nothing to the community other than noise and pollution. This would negatively impact our home values. From a community stand point, it would eliminate businesses the support the community with services and tax revenue.

I53-1

Other locations in Lynwood and in Bellevue would have less impact on the number of businesses effected. This location is not consistent with the Bellevue City plan or Bel-Red development project.

Thank you for considering my concerns.
Heather Jones

Response to Letter I53, Heather Jones

Response to Comment I53-1

Opposition to the SR 520 Alternative has been noted. As described in Chapter 3, Section 3.8, *Noise and Vibration* (Section 3.8.4.5), of the Final EIS, no noise impacts due to operation of the SR 520 Alternative would occur, including at night and on weekends. Impacts related to pollution are addressed in Chapter 3, Section 3.7, *Air Quality and Greenhouse Gases*, and Section 3.13, *Hazardous Materials*, of the Final EIS. Please see the responses to Common Comments 8, 10, 11, 15, 16, and 17 and 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Please also see response to Comment O10-9, which responds to the comment on surrounding property values.

Letter I54, Scott Kaseberg

From: Scott & Kathy Kaseburg [kaseburg@comcast.net]
Sent: Sunday, June 22, 2014 1:12 PM
To: OMSF
Cc: Sullivan, Linda-DNRP; bmiyake@bellevuewa.gov
Subject: DEIS Comment on Sound Transit's OMSF

Sound Transit Team—

I whole heartedly affirm City of Bellevue's opposition to building the OMSF in the Bellevue locations, as listed in their letter.

Furthermore, not included in their letter but I expect Bellevue would also affirm, two of the Bellevue locations (Alternative 1, Alternative 2) sit on or next to the abandoned railway corridor which King County has the obligation to construct a biking and hiking trail. I have reviewed the artist sketch which was presented to the Eastside Rail Corridor Regional Advisory Council on May 14, 2014 and have found the OMSF to be inconsistent with a world class trail. A few trees sprinkled around just isn't going to make this area feel like a recreational area—it is still a switch yard.

I54-1

Please—we have a good shot at a trail that we can all be proud of for decades to come—don't spoil it.

cc: Brad Miyake, Bellevue City Manager
Linda Sullivan, King County ERC Trail Master Planning Project

thanks, Scott Kaseburg
5443 Pleasure Point LN SE
Bellevue, WA 98006
425-255-4751 ext 257 (office)
425-241-2160 (cell)
425-957-7136 (home)
<http://www.lakecorridor.org>

Response to Letter I54, Scott Kaseberg

Response to Comment I54-1

Opposition to all build alternatives located in Bellevue, particularly the Preferred Alternative and BNSF Modified Alternative due to conflicts with a future biking and hiking trail, has been noted. Please see the response to Common Comment 28 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I55, Dori Kelleran

From: Dori Kelleran [bdkelleran@live.com]
ent: Thursday, June 12, 2014 9:07 PM
o: OMSF
Subject: Opposed to OMSF in Bel-Red Corridor

I understand you are considering placement of an OMSF in the Bel-Red Corridor. Of specific concern is the proposal to place it at the corner of 130th and Northup Way. This location is currently home to a wide range of local businesses and non-profits which are a part of our community. Removing it and putting a rail yard in its place would be offensive and completely change the dynamics of our local community. I'm stunned its even under consideration and I strongly oppose it. Please consider other options that don't uproot local businesses which are frequented by our neighborhood. A location which is not on a major thoroughfare like Northup Way or in the center of a community would make far more sense. Thank you!

I55-1

Response to Letter I55, Dori Kelleran

Response to Comment I55-1

Opposition to the SR 520 Alternative due to impacts on local businesses and concerns with the Bel-Red planning area has been noted. Please see the responses to Common Comments 8 and 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I56, Karen Kinman

From: karen andersen [andkin4@yahoo.com]
Content: Monday, June 23, 2014 3:24 PM
Location: OMSF
Subject: Fw: LYNNWOOD MAINTENANCE FACILITY

To Whom it May Concern,

I am writing to strongly oppose the Lynnwood Maintenance Facility. This proposed facility will negatively impact the south Lynnwood residential area. There is no buffer area or easement between the proposed site and single family residences. | I56-1

Living in Lynnwood for 25 years, our family has become accustom to traffic, development, and industry but this is another level of intrusion that will seriously impact the viability of the neighborhoods. Property values will surely plummet and these are lower middle class working families. Families who invested a lifetime into one major investment and have miraculously been able to hold on through the last six years. This will be the final blow to a long tradition of single family working class family homes. The homes that have kids in the yards playing, pets roaming, and mom and dad working. They will get shoved into an apt development because the value of their homes will collapse...again.

Our family values transit. We all ride one form another weekly if not daily, Sound Transit express to downtown, the Swift to Everett Station and occasionally the Sounder to games. We are Lynnwoodites we know and understand traffic.

This is about the maintenance station not the train. We want the train we support the train we DO NOT SUPPORT the maintenance facility. The noise, environmental impact, disruption and financial impact to working class families is immeasurable. Not to mention the serious impact it has to the city of Lynnwood which is and has since inception, struggled to find an identity. We have a great city whose reputation and perception will forever be overshadowed by being a trainyard. An industrial dumping ground for super chic Seattle. It's simply not fair. | I56-2

Thank you for your time and consideration
Sincerely,
Karen Kinman
5308 202nd PI SW
Lynnwood, WA 98036
206-261-4604

From: karen andersen [andkin4@yahoo.com]
nt: Monday, June 23, 2014 6:03 PM
o: OMSF
Subject: Lynnwood Facility

I have written earlier but have not received a confirmation email that you have received my comments.

I will try again to urge you to reconsider the Lynnwood site for the maintenance facility as it is in an established single family residential area. The area is very active with pedestrians and kids and bicycles. Particularly in recent years when more and more people are not driving or have lost their cars.

This area is far to busy with foot traffic, bicycles, strollers, kids pets and retirees and elderly to safely maneuver hundreds of train cars in and out daily. The noise will be disruptive to families and the property values will declined in an area that has struggled for a comeback for six long years.

This facility clearly is not suited for our Lynnwood neighborhood. This belongs in an industrial area perhaps downtown Seattle where it was originally planned by the ports or in industrial south seattle Please do not destroy a lovely family neighborhood. Thank you

Karen Kinman
5308 202nd Pl SW
Lynnwood WA 98036

Responses to Letter I56, Karen Kinman

Response to Comment I56-1

Opposition to the Lynnwood Alternative has been noted. Please refer to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

The OMSF would be separated from the nearest residences by 52nd Avenue W. The nearest residences to the Lynnwood Alternative site are more than 100 feet away.

Lead track configuration for Lynnwood Alternative would allow LRVs to enter and exit the OMSF along an elevated, exclusive right-of-way. Therefore, the proposed project would not cause road obstructions or train conflicts with motorists, bicyclists, or pedestrians.

Response to Comment I56-2

Opposition to the Lynnwood Alternative has been noted. Please refer to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I57, Will Knedlik

From: Wknedlik@aol.com
nt: Monday, May 12, 2014 11:58 AM
o: OMSF
Subject: Comment on siting for new light rail operations and maintenance facility

Follow Up Flag: Follow up
Flag Status: Flagged

Sir or Madam:

Agency documents respecting the above-referenced matter evidence that **no** suitable location has been or is likely to be located for same and, thus, indicate a logical need to resequence the agency's currently illogical process for sequencing development of its light rail system.

Additional O-and-M facilities should be located in Tacoma or adjacent thereto, in Everett or adjacent thereto and in Redmond or adjacent thereto, where, in each such instance, far more suitable land will be both more readily available without destruction of public policy values (as unavoidable within the current study areas) and also at substantially less cost (as necessitated by our state's least cost planning mandates).

This requires the agency to resequence the so-called "spine" for its light rail plan in order to complete service to Tacoma and to Everett, as promptly as possible, and to delay development of Redmond, while it borrows East King County subarea revenues to complete its quintessential north-south spine pursuant to formal contracts for such borrowing and pursuant to payment of interest thereon in order, in each instance, thus to protect the taxpayers of that subarea.

I57-1

Related testimony to the agency's Capital Committee on May 8, 2014 is incorporated for every purpose by this reference thereto.

Will Knedlik

Responses to Letter I57, Will Knedlik

Response to Comment I57-1

Support for the OMSF to be located in Tacoma, Everett, or Redmond as opposed to the build alternatives analyzed in the Final EIS has been noted. Potential sites for the OMSF in these cities were identified and evaluated. Chapter 2, *Alternatives Considered* (Section 2.3), of the Final EIS describes the evaluation criteria for identifying feasible OMSF sites and provides the reasoning for the suggested or potential alternatives that were not advanced. Further explanation on why the Redmond Alternative site was not advanced is included in the response to Common Comment 4 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I58, Edward Kudera

From: Edward Kudera [eddiekudera@gmail.com]
Sent: Sunday, June 22, 2014 5:22 PM
To: OMSF
Subject: Proposed light rail maintenance facility.

Sound transit board,

I would like to make a few comments regarding the possible placement of a light rail maintenance facility in Lynnwood. I live approximately two blocks west of the the proposed Lynnwood location. Having read through the DEIS summary, it makes better sense both from an economic and natural resource point of view to utilize the BNSF alternative site for this facility. Capital costs are roughly the same as the Lynnwood site, however the Lynnwood site would require a second facility be built in the Bellevue area regardless. Tracks already exist at the Bellevue site. Operating costs are significantly less for the BNSF alternative site. From a natural resource point of view its a no-brainer. There are far fewer impacts associated with the BNSF alternative site. One quarter of the vegetation removal, Negligible wetland impacts. I've read several articles recently regarding the decline in the native frog populations in Washington. We're raising two children here and one of the rites of spring is to listen for the beginning of the frog calls coming from the Lynnwood site and its associated wetlands. It's absolutely beautiful. Mitigation will not replace that annual rite of spring. There is also no consideration in the DEIS given to the decline in personal real estate value that I and my neighbors will suffer with the construction of a train maintenance facility in a RESIDENTIAL neighborhood. I spent over ten years as a certified residential real estate appraiser and I know these homes, in which some of us have lived for decades if not generations, will lose value. This home is the only retirement savings that we have. Most of the people in our neighborhood are not wealthy by any stretch of the imagination. Impacting our home values will rely cost us a great deal in our elder years. This is a commercial venture and will not benefit the local population in any way. We've invested most of our income in our homes, paid burdensome taxes, and have done all that we can to make this a nice neighborhood. The building of a train maintenance facility will render all of our efforts moot. Nobody in their right mind will want to live here. There will be increased light and noise pollution, and any degradation in a neighborhood invites vagrants and grafitti taggers. We have struggled mightily through the latest economic downturn as a single income family and I was hopeful that better things were coming. Building the maintenance facility in our residential neighborhood is nothing more than yet another example of business interest trumping the interest of the people who have lived and worked their entire lives in this neighborhood. Our home is all that we have.

I58-1

I58-2

I58-3

Thank you,

Edward A. Kudera
 Fisheries Biologist

Responses to Letter I58, Edward Kudera

Response to Comment I58-1

Opposition to the Lynnwood Alternative and support for the Preferred Alternative has been noted. Please see response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS

Response to Comment I58-2

Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I58-3

Comment noted.

Letter I59, Margaret Kuklinski

From: Margaret Kuklinski [margaretkuklinski@live.com]
Content: Friday, June 13, 2014 4:45 PM
Subject: OMSF
520 Plaza rail yard option

To Whom It May Concern:

I am emailing to voice my strong opposition to using 520 Plaza (Alternative 4) as the Sound Transit OMSF Preferred Alternative for the heavy rail yard.

I oppose this site for several reasons. First, it would affect a number of small businesses currently situated on the site and which local residents value and enjoy. Second and as important, Goff Creek and the surrounding woodlands would undoubtedly be adversely impacted by a locating a heavy industrial use rail yard on top of or adjacent to this area. It is quite likely that this beautiful creek and forested area would be destroyed by the rail yard.

Finally, we don't understand why Sound Transit is considering locating a rail yard so close to the Bridle Trails neighborhood. The general commercial zoning along SR520 and Northup Way make sense, but heavy industrial use is completely inconsistent with this area and the surrounding neighborhoods. The other sites being considered in Bellevue, particularly the one near the Coca Cola facility, seem much more compatible with heavy industrial use.

I strongly hope you will choose an alternative other than the 520 Plaza (Alternative 4) Thank you for considering my thoughts on this matter.

Sincerely,

Margaret Kuklinski

I59-1

Response to Letter I59, Margaret Kuklinski

Response to Comment I59-1

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Also, analysis of impacts on Goff Creek is presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.5). Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Regarding the OMSF's compatibility with Bellevue's land use and zoning designation and impacts on the Bridle Trails neighborhood, please see the responses to Common Comments 15 and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I60, Christin Kulinski

From: Christin Kulinski [ckulinski@hotmail.com]
Sent: Saturday, June 07, 2014 5:54 PM
To: OMSF
Subject: OMSF comments

These comments are in regard to the potential sites for the Operations & Maintenance Satellite Facility

I am completely against any of the proposed OMSF sites being located in Bellevue (sites 2 thru 4). These proposed sites are totally out of step with the current character of the city of Bellevue and do not make sense at all with the future development of the Bel-Red Corridor and Spring District. Sites 2 and 3 are located in an area which has outgrown its previous ugly industrial usage. That area is in transition to becoming new and revived, in-step with the future of this city. Locating the OMSF there is incongruous with a major project to that end, the Spring District, right next door. Site 4 is absolutely unsupportable. It nests an ugly, industrial, dirty maintenance facility at the entrance to a very beautiful neighborhood and along a street where small businesses thrive. It is the most unlikely placement of all four proposed sites and would deaden the vitality that already exists and spoil the aesthetic of the business and neighborhood area. It is sacrifice enough to bring the light rail system into these districts which will decrease the beauty of our city and add noise in the name of transportation. Better transportation is good but not with proposed sites 2-4 being so out of the character with our great and beautiful city. Please consider site 1 or determine other sites which will not take our city back to the industrial age. That time has past.

I60-1

Thank you,

Christin Kulinski

1502 143rd AVE NE

Bellevue, WA 98007

425-746-8017

ckulinski@hotmail.com

Response to Letter I60, Christin Kulinski

Response to Comment I60-1

Opposition to the OMSF being located at any of the three build alternatives in Bellevue due to conflicting character with the Bel-Red Corridor and Spring District has been noted. Please see the responses to Common Comments 10, 11, 15, 22, and 23 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Regarding potential noise impacts, Chapter 3, Section 3.8, *Noise and Vibration* (Section 3.8.4), of the Final EIS determined that noise from operation of the OMSF alternatives in Bellevue would be below the applicable FTA impact criteria. The Preferred Alternative could have operational noise above City of Bellevue criteria at one property (the Metro bus base); this impact can be mitigated to meet the city code criteria.

Letter I61, Greg Kulseth

From: gtkulseth@comcast.net
Sent: Tuesday, May 13, 2014 6:27 PM
To: OMSF
Subject: Lynnwood Site is Best Option for Link Light Rail Maintenance Site

Follow Up Flag: Follow up
Flag Status: Flagged

Sound Transit,

The Lynnwood site is an ideal location for the link light rail maintenance facility. I live in Shoreline and frequently pass this large block of land off the freeway. This piece of property is located in a light industrial/office park area with little residential housing. Build this facility here. I don't think you'll find a better piece of property located near the proposed-future rail line. | I61-1

Sincerely,

Greg Kulseth
Shoreline, WA
425-260-2934

Response to Letter I61, Greg Kulseth

Response to Comment I61-1

Support for the Lynnwood Alternative has been noted.

Letter I62, Janet Kusakabe

From: KUSAKABE, JANET M [jk5397@att.com]
Sent: Monday, May 12, 2014 12:09 PM
To: OMSF
Cc: KUSAKABE, JANET M
Subject: Sound Transit Operations and Maintenance Satellite Facility DEIS Now Available for Public Comment!

Follow Up Flag: Follow up
Flag Status: Flagged

To the Sound Transit Ops Team

Please note that I oppose Site 4 as an option - East Link Corridor: Site 4 (South of SR 520 and north of NE 20th St, east of 130th Ave NE)

This location is already very congested and heavily trafficked area. This location is near an elementary school, retail shopping and metro Microsoft bus routes/barns. This is located in the middle of several neighborhoods. I prefer that you locate the facility in Lynnwood. If the facility needs to be located in Bellevue then I suggest sites 2 and 3 which are off the 405 corridor and in more industrial area.

I62-1

Sincerely,

Janet Kusakabe

Janet Kusakabe
jk5397@att.com
206-953-6100

From: City of Bellevue [mailto:bellevuewa@public.govdelivery.com]
Sent: Monday, May 12, 2014 10:46 AM
To: janet.kusakabe@att.com
Subject: Sound Transit Operations and Maintenance Satellite Facility DEIS Now Available for Public Comment!

You are receiving this message because you are subscribed to Gov Alert updates regarding Light Rail from the City of Bellevue.

Sound Transit is planning to build a new Operations and Maintenance Satellite Facility (OMSF) to help store and maintain the additional Light Rail vehicles needed to operate the Link Light Rail system as it continues to expand. In the fall of 2012, the Sound Transit Board of Directors identified four OMSF alternatives to be studied in an Environmental Impact Statement (EIS).

Lynnwood Link Corridor: Site 1 (152nd Ave and SW 208th St)
East Link Corridor: Site 2 (East of BNSF)
East Link Corridor: Site 3 (Site 2 modified, both sides of BNSF)

East Link Corridor: Site 4 (South of SR 520 and north of NE 20th St, east of 130th Ave NE)

Sound Transit, together with the Federal Transit Administration (FTA), has prepared a Draft EIS for the OMSF project and is currently [seeking public comment](#) on the report. The 45-day public comment period runs from **May 9, 2014 to June 23, 2014**. Members of the public can view a complete copy of the DEIS and submit comments on it by visiting the [Sound Transit OMSF website](#). The Bellevue City Council will hear a presentation from Sound Transit regarding the OMSF project during its May 19 study session.

Interested parties should submit comments directly to Sound Transit:

By e-mail:

omsf@soundtransit.org

By mail:

Attention OMSF DEIS Comments
Sound Transit (Central Puget Sound Regional Transit Authority)
Union Station
401 South Jackson Street
Seattle, Washington, 98104-2826

In person:

Sound Transit will hold a public hearing in Bellevue to collect comments about the DEIS on **Thursday, June 5 from 5-7PM at the Coast Hotel (625 116th Avenue NE) in Bellevue.**

Following the comment period, the Sound Transit Board is expected to identify a preliminary preferred site. Once the preliminary preferred site is identified, work will begin on a Final EIS and preliminary engineering. The Final EIS will also document and address comments received on the DEIS. Following the publication of the Final EIS, the Sound Transit Board of Directors will make a final decision by selecting the preferred maintenance facility site for the project. In addition, after the Final EIS is published, the FTA is expected to issue its Record of Decision (ROD) on the project during fall of 2015.

To learn more about this project, please visit the [Sound Transit OMSF website](#).

Update your subscriptions, modify your password or e-mail address, or stop subscriptions at any time on your [Subscriber Preferences Page](#). You will need to use your email address to log in. If you have questions or problems with the subscription service, please visit subscriberhelp.govdelivery.com.

This service is provided to you at no charge by the [City of Bellevue](#).



Response to Letter I62, Janet Kusakabe

Response to Comment I62-1

Opposition to the SR 520 Alternative due to potential increases in traffic and conflicts with surrounding land use has been noted. Chapter 3, Section 3.1, *Transportation*, of the Final EIS states that this build alternative would result in temporary traffic impacts during construction but would result in a decrease in daily and peak-hour traffic on the surrounding roadway network when compared to the No Build Alternative once the project is implemented. Please also see the responses to Common Comments 10, 15, and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Support for locating the site in Lynnwood, or at the Preferred Alternative or BNSF Modified Alternative sites if a location in Bellevue is needed, has been noted.

Letter I63, Randy Kwong

From: Randy Kwong [randy.kwong@gmail.com]
nt: Wednesday, June 11, 2014 4:30 PM
.o: OMSF
Subject: Opposition to Alternative 4

To Sir or Madam,

I am writing to express my opposition to Sound Transit's selection of "Alternative 4" or "SR 520 Alternative" as the site of the rail yard for transit trains.

The selection of this site would cause far-reaching harm to the nearby community as many businesses would be forced to shut their doors, and destroy the character of the community as a whole. Locating a heavy industrial facility in this area is not consistent with the groups of small to medium businesses that dot NE 20th St. Also, as a resident of the nearby Bridle Trails / Cherry Crest neighborhood with young children, the industrial pollution resulting from its proposed placement is especially alarming.

I63-1

I am an ardent and passionate supporter and user of mass transit, and have happily voted in the past to expand light rail services to the Eastside and throughout the rest of the metro area. However, I strongly believe that other alternate sites (such as the one proposed near existing industrial sites near the proposed 120th St station) would be a far better fit for the overall community now and into the future.

I thank you for your time and consideration of my opinion on this matter.

Regards,
Randy Kwong

Response to Letter I63, Randy Kwong

Response to Comment I63-1

Opposition to the SR 520 Alternative due to potential impacts on surrounding businesses and land use character has been noted. Please see the responses to Common Comments 8, 15, and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Chapter 3, Section 3.7, *Air Quality and Greenhouse Gases* (Section 3.7.4.2), of the Final EIS states that operational air pollutants from the OMSF are related to natural gas and electricity consumption and tailpipe emissions from employee travel to and from the project site. This would generate criteria pollutants equivalent to adding a typical passenger vehicle to the road each year and generate greenhouse gas emissions equivalent to adding 829 typical passenger vehicles to the road each year.

Chapter 3, Section 3.13, *Hazardous Materials* (Section 3.13.4.2), of the Final EIS states that operational hazardous waste would be generated by maintenance activities involving the use of lubricants, solvents, etc. Any hazardous waste generated would be managed according to all applicable regulatory requirements, which would minimize exposure for personnel and the surrounding environment. The OMSF would be constructed with engineering controls that would limit releases and spills, thereby minimizing operational impacts.

Letter I64, Barbara LaFayette

From: Barbara LaFayette [bnlbel@aol.com]
nt: Thursday, June 12, 2014 9:38 PM
o: OMSF

Don't f...ck up our neighborhood please!!!! We live here and this is in our yard.we can hear it all from our homes above. Thanks. B .LaFayette

I64-1

Sent from my Kindle Fire

Response to Letter I64, Barbara LaFayette

Response to Comment I64-1

Opposition to the OMSF project has been noted.

Letter I65, Charles Landau

From: Charles Landau [charles_landau@hotmail.com]
nt: Monday, May 19, 2014 10:44 AM
o: OMSF
Subject: Option 4

Follow Up Flag: Follow up
Flag Status: Flagged

In my opinion, it makes no sense to have this facility smack in the middle of residential/retail. I hope this option is not selected.

I65-1

Charles Landau
Bellevue, WA

From: Laura Landau - Home [laura_landau@hotmail.com]
ent: Monday, June 16, 2014 5:31 PM
o: OMSF; Chazanow, Abby; Franklin, Jenna
Subject: Rail Yard @ SR520 - Opposed

Hello – I am writing to oppose the locating of the Link rail yard and operations center at the Option 4: SR520 location.

Please consider

1. non-signal intersections when doing your traffic impact.
2. proximity to established residential area
3. Displacement of small businesses and non-profits
4. Environmental impact of local creek.

Please consider expanding the current facility in SODO and not inviting this industrial development in an area better suited to mixed use due to its proximity to downtown Bellevue, Microsoft and many local employers.

Thank you.

Laura Landau
3003 130th PI NE
Bellevue, WA 98005

Response to Letter I65, Charles Landau

Response to Comment I65-1

Opposition to the SR 520 Alternative has been noted.

Letter I66, Laura Landau

From: Franklin, Jenna [Jenna.Franklin@soundtransit.org]
Sent: Tuesday, June 17, 2014 8:54 AM
To: OMSF
Subject: FW: Rail Yard @ SR520 - Opposed

From: Laura Landau - Home [mailto:laura_landau@hotmail.com]
Sent: Monday, June 16, 2014 5:31 PM
To: OMSF; Chazanow, Abby; Franklin, Jenna
Subject: Rail Yard @ SR520 - Opposed

Hello – I am writing to oppose the locating of the Link rail yard and operations center at the Option 4: SR520 location.

Please consider

1. non-signal intersections when doing your traffic impact.
2. proximity to established residential area
3. Displacement of small businesses and non-profits
4. Environmental impact of local creek.

Please consider expanding the current facility in SODO and not inviting this industrial development in an area better suited to mixed use due to its proximity to downtown Bellevue, Microsoft and many local employers.

Thank you.

Laura Landau
3003 130th PI NE
Bellevue, WA 98005

I66-1

Response to Letter I66, Laura Landau

Response to Comment I66-1

Opposition to the SR 520 Alternative has been noted.

Chapter 3, Section 3.1, *Transportation*, describes the traffic impact analysis conducted. Non-signalized intersections and driveways were considered in the analysis.

The proximity to residential areas was considered during evaluation of all applicable resource areas (Chapter 3, Sections 3.3, *Land Use*; 3.5, *Social Impacts, Community Facilities, and Neighborhoods*; 3.6, *Visual and Aesthetic Resources*; and 3.8, *Noise and Vibration*, of the Final EIS). Please also see responses to Common Comments 8, 10, 15, 20, and 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Acquisitions, displacements, and relocations, including residential and non-residential uses, were considered in Chapter 3, Section 3.2, *Acquisitions, Displacements and Relocations*, of the Final EIS. The tax implications regarding the loss of business revenue were considered in Chapter 3, Section 3.4, *Economics*, of the Final EIS. Impacts on biological resources, including Goff Creek and other creeks, were considered in Chapter 3, Section 3.9, *Ecosystems*, of the Final EIS.

Expansion of the existing Forest Street OMF was considered and found to be unfeasible. Chapter 2, *Alternatives Considered* (Section 2.2.2), of the Final EIS describes the reasons why this option was not carried forward.

Letter I67, Ilona Larson

From: ilona larson [i.larson@comcast.net]
nt: Saturday, June 21, 2014 4:21 PM
o: OMSF
Subject: No rail yard in Bellevue!

To whom it may concern,

I am a homeowner at the Bridal trail neighborhood just of 130th Ave NE in Bellevue, WA. It is a very nice, safe, quiet, and upscaled neighborhood with a fantastic new elementary school. We have a lot of students from outside the district that are attending the school which all have to drive into our neighborhood.

We are all just horrified to hear about the possibility to have that rail yard just in front of our doors destroying our whole atmosphere and community. We paid a lot of money for our homes (between \$600.000-over Millions) and we specifically picked this neighborhood for it's qualities. One of a sudden you want to come in and destroy all of this with your gigantic noisemaking operations! It is hard to believe that you would wipe out all those 100+ businesses that have established themselves and are a big part of our community! (I know you call it "relocating")

Besides the major safety issue regarding traffic, we are mostly appalled with the noise that would be created as I can imagine the majority of work would take place during the night! I don't want to even imagine...There are people living right next to that property you are considering! How can this legally even be possible? Why don't you find a site where there are hardly any people living and a lot of empty land instead of this highly populated area. I truly hope you reconsider your options and stay far away from us.
 Thanks

I67-1

Response to Letter I67, Ilona Larson

Response to Comment I67-1

Opposition to the SR 520 Alternative due to impacts on the Bridle Trails area and local businesses has been noted. Please see responses to Common Comments 8 and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Traffic and traffic safety have been evaluated in Chapter 3, Section 3.1, *Transportation*, of the Final EIS. Section 3.1 states that the proposed OMSF would result in a net decrease in daily and peak-hour traffic on roadways surrounding each alternative site and would reduce the number of site access driveways that exist along adjacent roadways. As a result, none of the build alternatives are expected to result in any adverse impact on traffic or traffic safety.

Letter I68, Katie Lee

From: Kathryn Lee [kathryn@harsch.com]
nt: Monday, June 23, 2014 9:37 PM
o: OMSF
Subject: No On SR 520 Alternative

Dear Sound Transit Board Members and Staff:

As Property Manager of Plaza 520 Business Park consisting of more than 40 businesses, I adamantly oppose the selection of the SR 520 alternative for the proposed OMSF site. The SR 520 site consists of office and retail tenants; national businesses, local owned businesses, and non profit organizations. The impact of Sound Transit selecting the SR 520 site would not only be devastating to the Bellevue community as a whole, it would directly affect tenant businesses many of which will be forced to permanently close their doors.

I68-1

I implore Sound Transit to not site the proposed OMSF in the SR 520 alternative.

Thank you for your consideration.

Sincerely,

Katie M. Lee
Property Manager
Harsch Investment Properties

Response to Letter I68, Katie Lee

Response to Comment I68-1

Opposition to the SR 520 Alternative due to impacts on local businesses has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I69, Luanne Lemmer

From Luanne Lemmer [luannelemmer@gmail.com]
Sent: Friday, June 13, 2014 6:20 PM
to: OMSF
Subject Rail maintenance yard in Bellevue

Dear OMSF,

I cannot believe you want to tear down a new plaza in a busy retail area in Bellevue. I live in Bridle Trails neighbourhood, about a mile from the plaza and drive by it about twice every day. I patronize stores in the plaza and feel it's part of my neighbourhood. Putting a rail maintenance yard there would completely change that part of our city, making it feel very industrial. We have other nearby areas on 120th Ave and 124th Ave that are already industrial and that would be the place to put a rail yard, not in a plaza on a busy street!

Sincerely,
Luanne Lemmer
Bridle Trails resident,
Bellevue

Response to Letter I69, Luanne Lemmer

Response to Comment I69-1

Opposition to the SR 520 Alternative due to potential impacts on land use character has been noted. Please see responses to Common Comments 8, 10, and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I70, Janet Levinger

From: Janet Levinger [janetl@jl.com]
Int: Thursday, June 12, 2014 2:28 PM
o: OMSF
Subject: Operations and maintenance satellite facility

Dear Sir/madam

I live in the Bridle Trails neighborhood of Bellevue and want to give input on the location of the operations and maintenance satellite facility. I think that having it located on the corner of 130th Avenue and Northup would be a bad decision. That location is full of retail stores and restaurants and having a maintenance facility would hurt the character of the neighborhood.

I70-1

If you must choose Bellevue, someplace near Lowes which is more industrial would be more appropriate. I don't know about the location in Lynnwood.

Janet Levinger
4050 134th Ave NE
Bellevue, WA 98005

Response to Letter I70, Janet Levinger

Response to Comment I70-1

Opposition to the SR 520 Alternative due to potential impacts on land use character has been noted. Please see responses to Common Comments 8, 10, and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I71, Bill Lider

From: William Lider [<mailto:Bill@LiderEngineering.com>]
Sent: Wednesday, June 04, 2014 8:32 AM
To: *Email All Boardmembers
Cc: Email The Board; Franklin, Jenna; Iwata, Roger
Subject: Lynnwood O&M Draft EIS

Please see my testimony that I presented at the public hearing in Lynnwood last night.

Politicians never look good when they waste public money. In this case, continuing to burn hundreds of thousands of taxpayer dollars researching a **FATALLY FLAWED** project will not look good for you in the upcoming elections.

I71-1

Please consider this as you continue to push for the Lynnwood O&M facility in the DEIS.

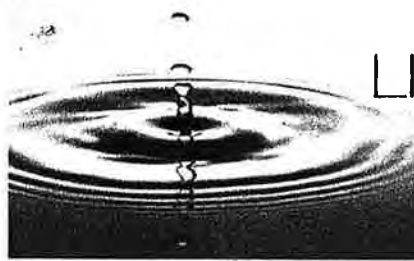
William (Bill) Lider, PE, CESCL
Lider Engineering, PLLC
2526 – 205th Place SW
Lynnwood, WA 98036
425-776-0671 (W)
206-661-0787 (C)

Response to Letter I71, Bill Lider

Response to Comment I71-1

Please see responses to Comment Letter I72.

Letter I72, William M. Lider



LIDER ENGINEERING PLLC

Low Impact Development Engineering Resources
Stormwater and Erosion Control Engineering

WILLIAM M LIDER, PE, CESCL

DATE: June 3, 2014
TO: Sound Transit Board of Directors
SUBJECT: Lynnwood Maintenance Facility DEIS
Sound Transit, Lynnwood Public Hearing
June 3, 2014

Why are we even here tonight?

Sound Transit has put forward a DRAFT EIS that is fatally flawed. Sound Transit cannot condemn the Edmonds School District's Cedar Valley property for its proposed north end maintenance facility and without the school district's consent and the school district is an unwilling seller. This project is DOA; and even if the school board voted to sell their Cedar Valley site to Sound Transit, there likely would be a recall effort launched to remove the members of the school board who voted for the sale. There is extreme prejudice in the local community for a rail maintenance facility next to residential property due to noise, light, and other environmental concerns.

I72-1

I am supportive of light rail transportation and Sound Transit's extension to the north end, but quite frankly, someone at Sound Transit needs their head examined for proceeding with this DEIS. At this point in time, ST has no viable option for a maintenance facility in Lynnwood and you are simply wasting our time and tax money pursuing this fatally flawed project.

As a professional civil engineer, I helped design major portions of the link light rail down Martin Luther King Way and in the City of Tukwila and I know the problems unique to light rail. Originally, light rail was only funded as far as the Southcenter Blvd. station, over a mile north of SeaTac Airport. Sound Transit did the right thing, went back to the voters, and got the funding approved to extend light rail all the way to the airport, a major hub and logical endpoint destination.

As an alternative to the current fatally flawed project, I urge Sound Transit to evaluate the property bounded by I-5 to the east and south, Alderwood Mall Parkway to the west, and SR 525 to the north. Please see the scale Figure 1 layout on page 3 showing the proposed Cedar Valley maintenance facility overlaid on the mall property. With only a few minor design tweaks, this site would meet Sound Transits needs for a maintenance facility.

I72-2

Much of the property east of the Alderwood Mall Parkway between the Watermark Credit Union and Target is currently under developed and under private ownership subject to condemnation and street vacation. There are no residential properties nearby, so noise is not an issue. The site is flat and totally covered with impervious surface, so environmental impacts and grading costs are minimal.

The Alderwood Mall would be an ideal destination point and logical temporary rail terminus. The station construction could be combined with the maintenance facility construction.

I72-2
cont'd

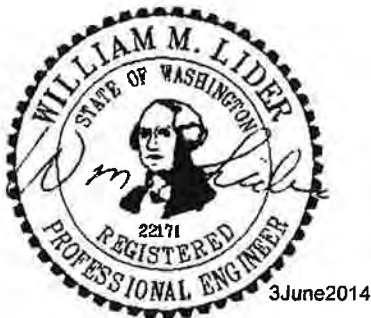
It appears that much this property is about to be redeveloped, and if so, the cost to the taxpayers will certainly rise exponentially, if Sound Transit does not act promptly to secure the development rights.

Traffic around the Mall is already at a Level of Service (LOS) of "F" during peak holiday times and will likely get even worse with the opening of the new COSTCO. People literally fight over parking stalls during the holiday season. Not only would extending light rail to the Mall help reduce the traffic and parking problems at the Mall, it would reduce traffic generated by the strip malls displaced by the maintenance facility.

I72-3

So in conclusion, I urge Sound Transit to immediately withdraw its fatally flawed DEIS for the Cedar Valley maintenance facility, go back and obtain additional funding, and evaluate the potential of an O&M facility and station east of Alderwood Mall.

Respectfully submitted,
LIDER ENGINEERING, PLLC



William M. Lider, PE, CESCL
Principal Engineer

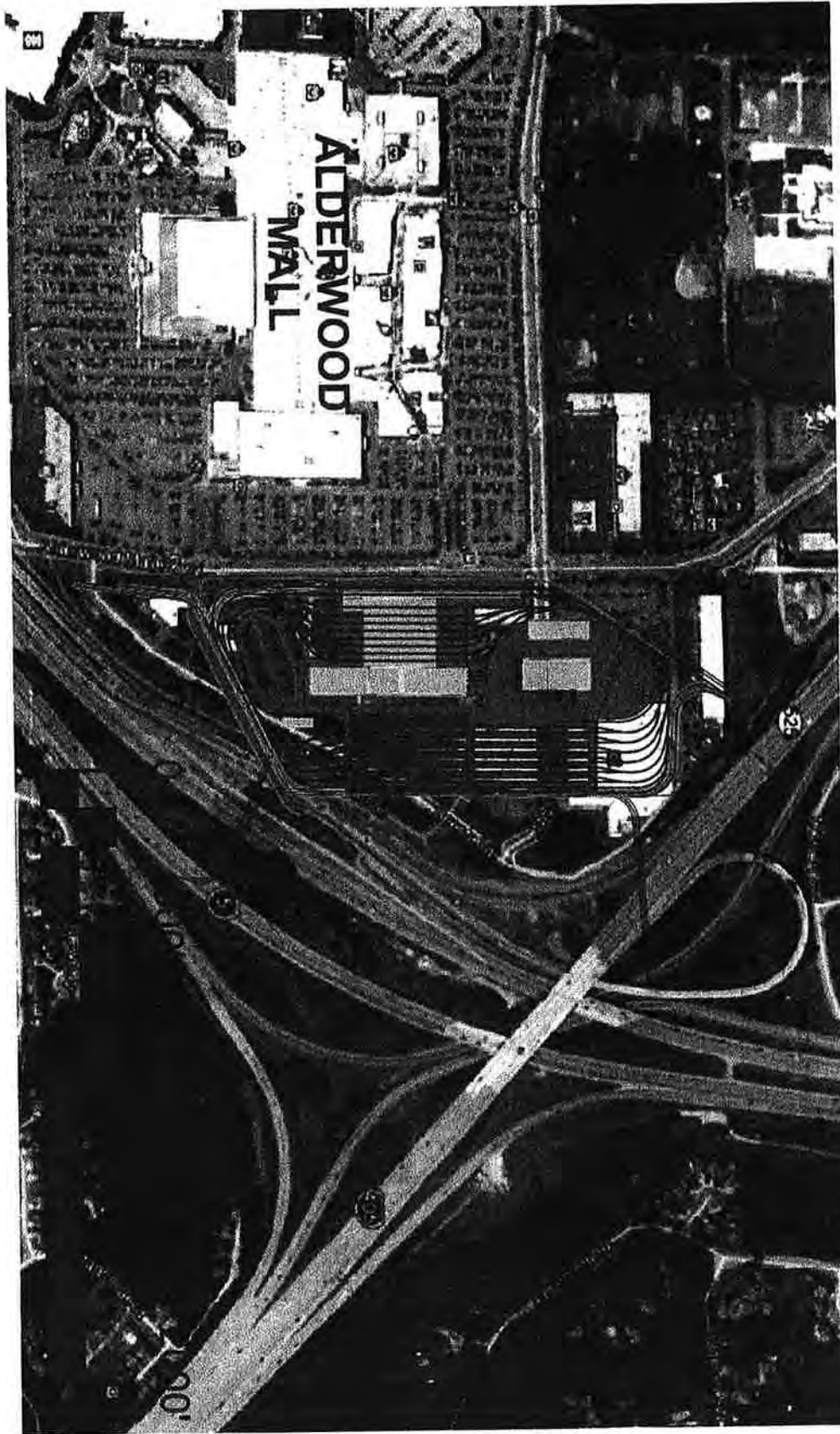


FIGURE 1: SUGGESTED ALTERNATE LOCATION FOR LIGHT RAIL MAINTENANCE FACILITY.

Responses to Letter I72, William M. Lider

Response to Comment I72-1

Opposition to the Lynnwood Alternative has been noted. Please see the responses to Common Comments 9 and 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I72-2

Thank you for the suggested alternative site for the OMSF. Chapter 2, *Alternatives Considered* (Section 2.3), of the Final EIS states the physical location criteria for the OMSF. One criterion is being proximate to an existing or future light rail segment, as defined by the ST2 program. ST2 authorizes construction north to the Lynnwood Transit Center but no farther. Because the OMSF is needed to support the ST2 fleet, the alternative locations must be proximate to the light rail extensions approved as part of ST2.

Response to Comment I72-3

Comment noted.

Letter I73, Michael Link

From: Michael J. Link [mlink@windermere.com]
nt: Thursday, June 19, 2014 3:45 PM
o: OMSF
Subject: Commenting on the Bellevue OMSF near lake Bellevue and Spring district

I have been a big supporter of light rail coming to town and the help it will provide reducing car trips in a city getting congested with too many cars. However, this OMSF facility isn't light rail.

We have spent enormous time and efforts working on improving the quality around the Lake Bellevue neighborhood and the redevelopment of the Bel Red corridor, an area I have lived and worked in since 1988.

This facility does not fit the vision we have for the area.

I represent the Lake Bellevue area via the HOA board, the water quality board and as the President of the sub basin Alliance with The Spring District and none of my supporters feel this type of intrusion belongs in an area we are starting to finally transform

Even worse, when we start looking at details of what would also be necessary to have these extra rail cars in the neighborhood and the facility itself, Sound Transit is now secretly going after an easement through our condo development and locate a switch station they would need to service through our property. This also would indicate they think it is ok to have cars rolling back and forth next to the only residential neighborhood in this micro neighborhood between 1-4am. This would mean more lights, people, disturbances and someone coming into our private development at hours we cannot control or have room for. This is a very unacceptable intrusion to the condo development, the lake and the redevelopment work that is starting to happen in the new Bel Red. All of us stakeholders are disappointed at this latest intrusion and it had NOT been discussed with us in any of the ST outreach meetings of which we have had several. It was only when the "switch station and the second line of storage tracks" appeared on the very latest drawings at the last city hall meeting.

thanks lots

Michael J. Link

Michael J. Link, CRS

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Visit <http://www.michaeljlink.com>

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<http://about.me/linkslink>

Zillow Premier Agent since 2007

Sent from Mike's iPad

Isn't it nice to know that now you have a friend in the real estate business that you can feel comfortable introducing to your friends, family and neighbors!

Responses to Letter I73, Michael Link

Response to Comment I73-1

Opposition to the Preferred Alternative and BNSF Modified Alternative due to potential impacts on land use character has been noted. Please see the responses to Common Comments 10 and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I73-2

The switches and signal bungalow adjacent to the Lake Bellevue condominiums, and associated maintenance easement are associated with the East Link project. Train movements for maintenance operations at the Preferred Alternative and BNSF Modified Alternative would not require the use of this switch, nor access through the Lake Bellevue condominiums.

Letter I74, Margaret Makar

From: Margaret Makar [mmmakar@comcast.net]
Sent: Friday, June 13, 2014 6:18 PM
To: OMSF
Subject: Bel Red corridor

Do not want it near us. Lynnwood would be better.

| I74-1

Margaret & Mike Makar

Sent from my iPhone

Response to Letter I74, Margaret Makar

Response to Comment I74-1

Opposition to the OMSF being located in Bellevue and support for the Lynnwood Alternative have been noted.

Letter I75, Bobbie Maletta

From: Bobbie [coupefivers@gmail.com]
nt: Thursday, June 12, 2014 7:54 PM
o: OMSF
Subject: Really Bad Idea

To whom it may concern:

Plaza 520 would be the worst possible place for locating OMST.

Has anyone checked out the traffic at this location lately?

Our family greatly opposes this idea.

Thank you,

B. Maletta

I75-1

Response to Letter I75, Bobbie Maletta

Response to Comment I75-1

Opposition to the SR 520 Alternative has been noted. Chapter 3, Section 3.1, *Transportation*, of the Final EIS analyzed the traffic system at this location and concluded there would be temporary traffic impacts during construction; however, operation of the OMSF would reduce traffic levels on the surrounding roadway network.

Letter I76, Francis Mandarano

June 12 2014

To whom it concerns

Regarding: Sound Transit's Proposed Operation & Maintenance Facility in Bellevue

As a property owner and a citizen of Bellevue I believe the placement of the **O & M (OMSF) Alternative 3: BNSF Modified in Bellevue** is a very big mistake from several view points.

I76-1

Having traveled the world and in Europe and particularly in Italy I find the InterCitys there to be very people friendly where walking is encouraged and the density is high, trains move underground and 25 acre Maintenance facility's are out of sight and placed in industrial areas.

I76-2

This 25 acre industrial train parking lot is plopped down right in the middle of where Bellevue is expanding it's newly created Bel-Red corridor with open spaces, short blocks, mixed use and very pedestrian friendly, and then ST2 comes along and in the words of Matt Terry Director of Planning and Community Development from 1982-2010 drops "A very dark cloud" right into the mix.

It is in direct conflict with the City's well thought out re-development strategy and vision for the Bel-Red Corridor and surrounding area.

I76-3

This 25 acre train parking lot will have a substantial negative impact on future investment in the Bel-Red Corridor, do to the way this was according to the then Mayor of Bellevue from 2006 – 2009 Grant Degginger "**slipped in late in the game**" - **After Bellevue City Council made Transit friendly decisions.**

I76-4

The area west of the railroad tracks has been rezoned by Bellevue

I76-5

as Medical/ Dental / Hospital/ Mixed –use, not a 25 acre train parking lot.

176-5
cont'd

In conclusion please understand that the City of Bellevue and the public servants who worked hard to plan for the future of the Bel-Red corridor have now been slapped in the face with this last minute apparently not very well thought out placement.

I am sure the phone calls are going into the lawyers as this letter is being written and the damage claims are being discussed the likes of which could far out weight the advantage of this very bad decision by ST2.

I am all for light-rail transportation, but there has to be a better-suited - and less expensive - solution. I encourage the City of Bellevue to stand their ground and be strong. My message to ST2 is to please drop all plans for the O & M Facility in the Bellevue city limits.

Respectfully,

Francis G. Mandarano
1950 116th. VE NE
BELLEVUE WA. 98004
206 310 8380

Responses to Letter I76, Francis Mandarano

Response to Comment I76-1

Opposition to the BNSF Modified Alternative has been noted.

Response to Comment I76-2

Opposition to the OMSF alternative locations has been noted. As described in Chapter 2, *Alternatives Considered* (Section 2.3), of the Final EIS, the OMSF must be near an operating light rail line, roughly rectangular in shape, and sited on a parcel of land of up to 25 acres.

Response to Comment I76-3

Please see responses to Comment L1-1, above, and Common Comments 11 and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I76-4

Please see the responses to Common Comments 16 and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I76-5

Please see responses to Comment L1-1, above, and Common Comment 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I77, Janet Mandarano

Date: June 14, 2014

To whom it concerns

Regarding: Sound Transit's Proposed Operation & Maintenance Facility n Bellevue

I remain totally opposed to locating a Sound Transit Operation & Maintenance Facility in Bellevue. It is in direct conflict to the City's long-standing redevelopment strategy and vision for the Bel-Red corridor and the surrounding area.

I77-1

A myriad of time, planning, discussion, talent and millions of dollars have gone into creating a comprehensive vision for Bellevue's expansion and the redevelopment/zoning of this limited resource of land - critical to the continued managed growth of this vibrant/productive/commerce important/employment important City. (This continued growth is economically and employment significant to the entire State - not just to Bellevue.)

For years I have enthusiastically followed the City's re-development plans for the Bel-Red corridor and the proposed high-density mixed use. I've watched Children's Hospital become a reality; watched as Group Health & Overlake grew into important regional hospitals and the Medical offices on 116th Avenue flourish in support. Bellevue has worked hard and successfully to gain support from its Citizens, Business Owners and Investors in creating a forward-thinking vision of the future for the Bel-Red redevelopment - both in housing, commerce and employment expansion.

I77-2

It is my understanding that Bellevue worked with Sound Transit to create a grid of stops that would encourage high-density growth and efficient use of the Light Rail. It is also understood that there was no talk of locating a Maintenance Facility in Bellevue until after the fact – a surprise to everyone on the planning committee.

As a property owner at 1950 116th Ave N.E. for over 25 years, I have watched closely, and with approval, as our area was rezoned for multi-story medical use. This area was rezoned by Bellevue as Medical/Dental/Hospital Use – not for a rail station maintenance yard. With the anticipated sustained growth of Bellevue (and the Eastside in general), this area must be preserved for Hospital and Medical Support that will be required to service its citizens. This is critical to the health, well-being and workability of Bellevue (and the Eastside in General).

I77-3

I am devastated to learn that our building AND the rare acreage surrounding it would be irreplaceably eliminated.

I am all for light-rail transportation, but there has to be a better-suited - less expensive - long term logical solution.

Sincerely,
Janet Mandarano
1950 116th Ave N.E.
Bellevue, WA 98004
206-669-4900

Responses to Letter I77, Janet Mandarano

Response to Comment I77-1

Opposition to the placing the OMSF at any of the Bellevue build alternative sites has been noted. Please see responses to Common Comments 10, 11, 12, 15, 16, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I77-2

Please see response to Comment I77-1.

Response to Comment I77-3

Please see response to Comment L1-1. The BNSF Modified Alternative would displace this building; other OMSF alternatives would not.

Letter I78, Christine Mantell

From: Mantell, Christine D. [mantell.c@ghc.org]
ent: Monday, June 23, 2014 9:10 AM
o: OMSF
Subject: Operations and Maintenance Satellite Facility

To Sound Transit Decision Makers:

I oppose the placement of an Operations and Maintenance Satellite Facility in the Bel-Red Corridor
I live in Bridle Trails. This does not belong right next to an established residential area.

I78-1

Thank you for your consideration,

Chris Mantell
14206 NE 40th Place
Bellevue, Wa 98007

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Response to Letter I78, Christine Mantell

Response to Comment I78-1

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I79, Doug Mathews

From: Douglas J Mathews [dmathews@uw.edu]
Int: Wednesday, June 18, 2014 1:00 PM
to: OMSF
Cc: Douglas J Mathews
Subject: Proposed location of Operations and Maintenance Satellite Facility

Dear Sound Transit,

For over the last 10 years I have been involved with studying both the proposed light rail alignment through Bellevue as a member of the Bellevue Planning Commission, participated on the Bel-Red Steering Committee as Planning Commission Liaison, was a member of the Light Rail Best Practices Committee for the City of Bellevue, was a co-chair on the PSRC East Corridor Growing Transit Communities Task Force, and am currently Co-Chair of the Bellevue Light Rail Community Advisory Committee. During this time I have gained a somewhat unique perspective as a private citizen of Bellevue as to what our city's vision is for the redevelopment of the Bel-Red Corridor area, and how East Link will integrate into the future vision we have for the area. We have the opportunity to develop both business and residential communities around the light rail stations that will serve the City of Bellevue in the Bel-Red area, with each acting as a catalyst to the other in bringing a planned, organized complementary growth to this evolving neighborhood.

However, the proposed location of an Operations and Maintenance Satellite Facility in Bel-Red has never been a part of this vision, nor should not be. Placing a facility such as this goes against the very tenets of developing Transit Oriented Development in the area by siting the operation in a planned business and residential neighborhood that is not complementary, and actually works against, the purpose of TOD. Furthermore, it would take away an area planned for residential development that is part of Bellevue's approach for meeting GMA requirements in future years.

I79-1

I would also strongly suggest that the alternative location between SR520 and NE 20th not be considered due to the tremendous loss of numerous (100+) small businesses that would occur by being displaced from their current location, with few reasonable options for relocation. Please find a location that more closely suits such a facility. I would ask if you have even considered the next extension of East Link from Bellevue to downtown Redmond to see if such a sight might be workable along that alignment as a potential option. I know this suggestion may not fit in well with Redmond's future vision, which they have been planning and developing over the last decades too. But I don't believe the Eastside in general should be burdened with the OMSF in unreasonable locations because of lack of forethought, planning and communication early on by an agency with the communities that could be affected.

I79-2

Doug Mathews

Responses to Letter I79, Doug Mathews

Response to Comment I79-1

Please see responses to Comment L1-1, above, and Common Comments 11, 13, 15, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I79-2

Opposition to the SR 520 Alternative has been noted. Please see responses to Common Comments 8 and 4 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I80, Denise McElhinney

From: McElhinney, Denise [dmcleese@seattleschools.org]
ent: Monday, June 23, 2014 1:44 PM
o: OMSF
Subject: OMSF in Lynnwood

Dear Mr. Hale,

Although I understand the need for the Operations and Maintenance Satellite Facility (OMSF), but as a long time resident in my home near Cedar Valley Road and 52 Avenue West, I am *extremely opposed* to having the OMSF constructed and operated at the Sound Transit Alternate #1 site in Lynnwood Washington. Alternate #1 site in Lynnwood is located in a residential, recreational and wetland area. There are a few small businesses (some will be displaced if alt. #1 site is picked) along 52nd Avenue and Cedar Valley Road already, but nothing compared to a fully operational train yard, which would bring continual noise and environmental issues for air quality around the clock.

I80-1

The construction of such large facility is not appropriate for this area, please **do not** chose Alternate #1 site as the location for the planned OMSF. The disruption that the Link light Rail tracks will bring with its construction and train operations is more than enough for this small residential area.

Thank you for consideration,

Denise McElhinney
5624 203rd ST SW
Lynnwood WA 98036
206-697-6315

Response to Letter I80, Denise McElhinney

Response to Comment I80-1

Opposition to the Lynnwood Alternative due to noise and air quality impacts on surrounding land uses has been noted. Please see Chapter 3, Section 3.8, *Noise and Vibration* (Section 3.8.4.6), of the Final EIS, which address the concerns regarding noise impacts on the surrounding area during operation of the OMSF. Please see Chapter 3, Section 3.7, *Air Quality and Greenhouse Gases* (Section 3.7.4.4), of the Final EIS, which shows operation of the OMSF would not exceed Clean Air Act and Ambient Air Quality standards. Also, please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS for impacts on residents in the vicinity of Lynnwood Alternative.

Letter I81, Paul McKee

From: Paul McKee [liberty@mcsid.com]
ent: Sunday, June 22, 2014 4:40 PM
fo: OMSF
Subject: Comment on OMSF DEIS

From: Paul McKee
2805 131st PI NE
Bellevue, WA 98005

Dear Sound Transit,

I am opposed to the building of the OMSF at the SR520 Site. This site should not be used because (a) it would displace a large number of existing businesses and non-profits (creating in the process a facility that is very much out of character with its surroundings), and (b) it would have adverse environmental impacts due to the presence of Goff Creek on the site.

Another strike against this site is the impact on operating speeds on the adjacent rail line.

Clearly, either the BNSF Site or the BNSF Modified Site would be superior to the SR520 Site: these sites already have an industrial character and there are very few existing uses that would be displaced.

Please exclude the SR520 site from further consideration.

Thank you,
Paul McKee

I81-1

Response to Letter I81, Paul McKee

Response to Comment I81-1

Opposition to the SR 520 Alternative and general support for the Preferred Alternative and BNSF Modified Alternative has been noted. Please see responses to Common Comments 8 and 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Regarding impacts related to operating speeds, please see the response to Comment L3-14.

Letter I82, Alannah McKeehan

From: Alannah [mckeehanfamily@gmail.com]
nt: Thursday, June 12, 2014 10:01 AM
o: OMSF
Subject: Transit Center

DO NOT put the transit Center in Bellevue. We should VOTE again and undo this mistake!!! I82-1

Response to Letter I82, Alannah McKeehan

Response to Comment I82-1

Opposition to the placement of the OMSF at any of the Bellevue alternative sites has been noted.

Letter I83, Lorrie Meyer

From: Lorrie Meyer [lrm4k4@gmail.com]
Sent: Thursday, June 12, 2014 3:24 PM
To: OMSF
Subject: Bel-Red Corridor Satellite Facility

To Whom It May Concern:

My husband and I are opposed to the sites located near our home in Bridle Trails. The misplacement of small businesses and disruption to our neighborhood would be monumental.

At night, sound travels and we already deal with freeway noise, sirens, and parking lot machinery. The maintenance facility would be very noisy with the rails and routine maintenance that they would be doing during the night.

I83-1

This would be very disturbing to our neighborhood and our sleep.

Please reconsider this site and its negative impact to our community.

Sincerely,

Lorrie & Ed Meyer
3406 134th Ave NE
Bellevue, WA 98005

Response to Letter I83, Lorrie Meyer

Response to Comment I83-1

Opposition to the SR 520 Alternative due to displaced businesses and potential nighttime noise has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which responds to the comment regarding displaced businesses.

Regarding potential nighttime noise impacts, please also see Chapter 3, Section 3.8, *Noise and Vibration* (Section 3.8.4.5), of the Final EIS, that concluded noise impacts on the surrounding residential area would not occur based on FTA and City of Bellevue noise criteria.

Letter I84, Melinda Miller

From: Melinda D. Miller [mindy@seattle.testrac.com]
Content: Tuesday, May 20, 2014 7:48 AM
To: OMSF
Subject: East Link Corridor: Site 4

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern,

My name is Melinda Miller, my family and I live at 4285 137th Ave NE Bellevue, in the Trails End Neighborhood. On behalf of my 40 household neighbors we'd like to voice our opinion that the 520 site 4 is the wrong place to put an OMSF. | I84-1

OMSF is not consistent with current COB zoning (no big boxes, mega retail). | I84-2

Our Bridle Trails Community neighborhood (which is 5,000 strong) sits within 1/8 mile of one of the 2 proposed Bellevue 520 sites. We are also concerned with mega-project overload (Bertha, 520 Bridge, ST link rail, Highway 99 tunnel). These projects are all over-budget and have over scheduled completion dates. | I84-3

The existing 520 Plaza retail is consistent with our neighborhood in attractiveness and services offered. We've got a lot of wonderful businesses, approximately 101 that will be displaced if you pick this location. This will have a major impact on small-businesses and also a ripple effect of employment displacement if this project goes through this area. It would be a terrible loss to our community if these businesses were to move or disappear. | I84-4

Another major concern is the Goff Creek. It's a salmon-bearing stream and this project poses major environmental challenges. | I84-5

The Trails End Neighborhood ask that you not chose Site 4 for an OMSF.

Thank you for taking the time to read this, Melinda Miller

Responses to Letter I84, Melinda Miller

Response to Comment I84-1

Opposition to the SR 520 Alternative has been noted.

Response to Comment I84-2

Please see responses to Common Comments 10 and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I84-3

Please see responses to Common Comments 18 and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. The Final EIS addresses the potential cumulative impacts of the OMSF and other reasonably foreseeable future projects, as listed in Chapter 3, *Affected Environment and Environmental Consequences*.

Response to Comment I84-4

Please see response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I84-5

Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I85, Tricia Monaghan

From: Tricia Monaghan [monaghantricia@yahoo.com]
Sent: Monday, June 23, 2014 11:56 PM
To: OMSF
Subject: comments in attachment
Attachments: Sound Transit OMSF comment.pdf

Comments to Sound Transit regarding the Light Rail Operations and Maintenance
Satellite Facility location
by Tricia Monaghan

I oppose the the placement of the Sound Transit Light Rail Operations and Maintenance Satellite Facility in Lynnwood, Washington located north of I-5 and east of 52nd Ave. W/ Cedar Valley Rd. for the following reasons:	I85-1
1) There is an established neighborhood adjacent to the proposed location in Lynnwood which would negatively affect the quality of life of residents.	I85-2
2) The location in Lynnwood would have numerous negative environmental impacts which include wetlands and wildlife habitat being destroyed.	I85-3
3) The Edmonds School District #15 has already made plans to utilize their property for a new administration building and bus maintenance facility. Tax payers have already paid for some of the project and have passed a recent bond to proceed forward in the relocation of the bus facility.	I85-4
4) There are alternative sites in Bellevue that are more characteristic of a high industrial location that do not affect residential neighborhoods and wetlands.	I85-5
5) The Lynnwood location has a DSHS building that services and benefits many people in this diverse and vulnerable neighborhood. This seems to be an Environmental Injustice to take away such a valuable resource that benefits directly to the surrounding neighborhood and community. I do not agree with the DEIS on not having a Environmental Justice problem on the Lynnwood location.	I85-6
6) The DEIS did little to investigate the further on the Wildlife Habitat in Lynnwood. The documents used were obviously outdated and not up to date. We have pictures of Eagles hanging out at Sprague's Ponds almost across the street from the proposed OMSF site. We have also witnessed Peregrine Falcons hunting with offspring over the ponds.	I85-7

Responses to Letter I85, Tricia Monaghan

Response to Comment I85-1

Opposition to the Lynnwood Alternative has been noted.

Response to Comment I85-2

Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS for impacts on residents in the vicinity of Lynnwood Alternative.

Response to Comment I85-3

Analysis of impacts on Scriber Creek wetlands and wildlife is presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), of the Final EIS. Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I85-4

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I85-5

Support for alternatives located in Bellevue has been noted.

Response to Comment I85-6

Please see the response to Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I85-7

Supporting documentation referenced in the Final EIS dates from 2001 through 2012.

A variety of recent, publically available databases were reviewed during preparation of the Final EIS, in addition to information previously gathered by Sound Transit during preparation of the *Lynnwood Link Draft EIS* (Sound Transit 2013) and field observations of the study area made in December 2012. Databases reviewed included the WDFW Priority Habitats and Species Database (2012), the WDNr Natural Heritage Inventory database (2012), the NatureServe database (2013), and the WNDr Washington Herp Atlas (2011). None of these databases revealed recorded observations of nesting or roosting bald eagles or peregrine falcons in proximity to the Lynnwood Alternative site. However, the potential for both bald eagles and peregrine falcons to occur within proximity to the Lynnwood Alternative site is acknowledged in Appendix E.3, *Ecosystems Technical Report* (Table 3.3-3), of the Final EIS, which indicates bald eagles are likely present and peregrine falcons are possibly present in the study area of the build alternatives based on preferred habitat. The potential for bald eagles to forage or roost in habitats associated with the Lynnwood Alternative is further acknowledged in Appendix E.3, *Ecosystems Technical Report* (Section 3.3.4.1), of the Final EIS. Because the WDFW Priority Habitat and Species database has no records of peregrine nests located near the Lynnwood Alternative site, potential for foraging by peregrines was not specifically noted in the Final EIS.

Letter I86, Mary Monaghan

From: mary monaghan [mary.monaghan3@frontier.com]
ent: Friday, June 20, 2014 4:17 PM
o: OMSF
Cc: mary.monaghan3@frontier.com
Subject: Comments on the DEIS for OMSF Lynnwood Site
Attachments: DEIS COMMENTS ON LYNNWOOD SITE FOR OMSF-June 20 2014.pdf

Please see attached comments on the DEIS for the OMSF Lynnwood site.

Mary A. Monaghan
5214 – 201st PL. SW
Lynnwood, WA 98036

DEIS COMMENTS ON LYNNWOOD SITE FOR OMSF

June 20, 2014

By Mary A. Monaghan

The Lynnwood site for the OMSF is wrong for so many reasons and never should have been considered as an appropriate site. Some of my reasons are:

I86-1

1. The Lynnwood site is the most expensive for capital costs over life of project and it doesn't make sense to have to put half in Lynnwood and the other half in Bellevue.

I86-2

2. This site is directly across the street from an established neighborhood and Bellevue sites do not have this problem. We do not have to agree with everything the DEIS says. The Cedar Valley Community truly falls under Environmental Justice. We are a community of over 200 affordable homes. Many of the people in our neighborhood are unique, diverse, and vulnerable. Many do not speak English at all or very little.

I86-3

3. The Lynnwood site has the highest impact to the wetlands. These wetlands are a 4(F) – wildlife and parkland protected area by the Federal regulations.

I86-4

4. The property on the Lynnwood site is owned by the Edmonds School District. They are going forward with their plans of an Administration Building and bus barn facility. They are breaking ground next May, 2015. Sound Transit does not have the authority to take their property so they can only negotiate with them and Edmonds School District is not giving up their property. They have already spent 12-14 million dollars on their project of our tax payer money.

I86-5

5. The City of Lynnwood has spent millions of dollars at the tax payer's expense for plans on developing a City Center which is right down the street from the proposed OMSF site in Lynnwood. Something of this high industrial magnitude does not fit into city plans or belong in a residential neighborhood and small businesses. You can mitigate all you want but you can never get rid of the distasteful visual effects that a rail yard will have and 24-7 lights and noise it will create not to mention the harmful stress and noise of the construction that it will bring to this Cedar Valley neighborhood.

I86-6

6. One huge questionable impacts of the Build Alternative under Noise and Vibration is the fact that there are only two homes mentioned that would be affected and none after mitigation. This is highly unlikely since there is a neighborhood of houses directly across the street from the proposed OMSF site in Lynnwood.

I86-7

Responses to Letter I86, Mary Monaghan

Response to Comment I86-1

Opposition to the Lynnwood Alternative has been noted.

Response to Comment I86-2

The operational costs of the Lynnwood Alternative would be higher than those of the other build alternatives because of higher annual operating costs for a separate storage track facility in Bellevue. Capital costs would be higher for the BNSF Modified Alternative and the SR 520 Alternative than they would be for the Lynnwood Alternative, as stated in Chapter 2, *Alternatives Considered* (Section 2.10), of the Final EIS.

Response to Comment I86-3

The environmental justice discussion contained in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods* (Section 3.5.6), of the Final EIS acknowledges that the community surrounding the Lynnwood site has low-income and minority populations. The discussion in Appendix C, *Environmental Justice*, of the Final EIS states that impacts associated with the Lynnwood Alternative would be similar in intensity on all populations that would be affected by the alternative and would be mitigated such that the impacts would not be disproportionately high and adverse on minority and low-income populations.

Response to Comment I86-4

As per 23 CFR 774.17 Section 4(f) protection does not apply to wetlands unless they are part of a designated wildlife or waterfowl refuge of national, State, or local significance. However, Scriber Creek Park does qualify for Section 4(f) protection as a publically owned park. The Section 4(f) analysis (Appendix D, *Section 4(f) and 6(f) Evaluation*, of the Final EIS) prepared in accordance with 23 CFR 774 concluded that no use of Scriber Creek Park would result because no land from the park would be permanently incorporated into the proposed project and no construction activities or equipment would occupy any portion of the park during any point of construction. For discussion of other impact considerations related to the park and wetlands, please see Chapter 3, Section 3.9, *Ecosystems*, Section 3.18, *Parklands and Open Space*, of the Final EIS and response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I86-5

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I86-6

An OMSF at the Lynnwood Alternative site would require Sound Transit to obtain a Conditional Use Permit from the City of Lynnwood. The Conditional Use Permit process would identify measures to address issues related to neighborhood compatibility. The proposed project would incorporate context-sensitive design considerations.

Response to Comment I86-7

The noise analysis was performed using noise regulations and methods from FTA, along with measured noise levels from similar facilities. All impacts were identified, and mitigation was proposed where needed.

Letter I87, Eunice Nammacher

From: Eunice Nammacher [eunicelydia@aol.com]
nt: Tuesday, May 20, 2014 3:34 PM
.o: OMSF
Subject: Railcar Yard

Follow Up Flag: Follow up
Flag Status: Flagged

I forgot what you call this monstrosity(a shipping yard,) well it has no place in Bellevue. I realize that sound transit is expanding but that dose not mean that we have to suffer with a rail yard in our neighborhood. I live in Cherry Crest and have lived here since 1967. In that time we have put up with the changes to 520, the building of and changes in 405, and now the rebuilding of 520.

The area below is going to be rebuilt with CONDOS and RETAIL. We had anticipated an improvement to the area but that will not be the case with a railroad yard there also. The Lynnwood site seems more suitable near the freeway but they do not want it either. So, look for a site in an industrial area perhaps near Highway 99.

Between fighting against you and PSE with their high wires it really exhaust ones patients. Doesn't anyone care about people and neighborhoods and what we have to live with? I came to Bellevue because of the neighborhoods and quality of life and hopefully we can keep the quality as we move forward. Sound Transit Rail - YES, Railroad Yards - NO

Eunice H. Nammacher.

I87-1

Response to Letter I87, Eunice Nammacher

Response to Comment I87-1

Opposition to the build alternatives in Bellevue has been noted. None of the alternatives are located in the Cherry Crest neighborhood. Land use compatibility between the OMSF and surrounding uses has been addressed in Chapter 3, Section 3.3, *Land Use*, of the Final EIS.

Letter I88, Eunice Nammacher

From: Eunice Nammacher [eunicelydia@aol.com]
nt: Tuesday, June 10, 2014 8:55 PM
o: OMSF
Subject: 520 rail yard location

It is now time for sound transit to consider another site for the rail yard other than the 520 Plaza. This Plaza is home to many small businesses that enhance our neighborhood and many of us are involved with them. Also, as I live in Cherry Crest and have loved this neighborhood since 1967. We have been overwhelmed with construction of 405 and 520. I now can hear the traffic on both freeways and will be able to hear the noise from a rail yard. I totally believe this rail yard would be an ugly, noisy addition to our neighborhood thus lowering our property values. Please, please select another site. Eunice Nammacher

I88-1

Sent from my iPad

Response to Letter I88, Eunice Nammacher

Response to Comment I88-1

Opposition to the SR 520 Alternative has been noted. Please refer to Common Comment 10 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding consistency between the SR 520 Alternative and surrounding land uses. Also, impacts on surrounding uses related to aesthetics and noise have been addressed in Chapter 3, Sections 3.6, *Visual and Aesthetic Resources* (Section 3.6.4), and 3.8, *Noise and Vibration* (Section 3.8.4), of the Final EIS, respectively. With the exception of the temporary impacts that would occur during construction, the Final EIS concluded that implementation of the SR 520 Alternative would not result in a substantial change to the existing visual environment, and noise levels would not exceed the noise limits set by the City of Bellevue Noise Ordinance or exceed FTA noise impact criteria.

Letter I89, Janet Nicholas

From: Janet Nicholas [janet.nicholas1@frontier.com]
Sent: Friday, June 13, 2014 8:40 AM
to: OMSF
Subject: opposed to Bel Red site for light rail maintenance facility

Hello, I'm a resident of Cherry Crest near the elementary school. One of my favorite walks is from Cherry Crest through the businesses in the strip malls from BECU to the car dealers on my way to Fred Myers, Good Will, Safeway and other shopping areas. I understand some of these businesses will be destroyed for the maintenance facility. These business appear to be very well constructed design conscious successful businesses. I feel safe on my walks and have planned to continue into my old age. I'm 72 now and walking keeps me fit and in tune with this vibrant neighborhood. Please consider another location for the maintenance facility. Thank you. Sincerely, Janet Nicholas 425-885-7314.

I89-1

Response to Letter I89, Janet Nicholas

Response to Comment I89-1

Opposition to the SR 520 Alternative has been noted. Please see Appendix E.1, *Transportation Technical Report*, of the Final EIS regarding frontage improvements along public streets with implementation of the OMSF. As stated, Sound Transit would provide frontage improvements along public rights of way to meet City of Bellevue roadway design standards. Additionally, a construction transportation management plan including pedestrian control in the area would be implemented during construction of the OMSF per the City of Bellevue requirements. Please also see responses to Common Comments 8 and 10 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which address displacement of businesses and consistency with the City of Bellevue Comprehensive Plan, respectively.

Letter I90, John Platt

From: John Platt [jplatt@speakeasy.net]
Sent: Sunday, June 08, 2014 1:33 AM
To: OMSF
Subject: Against Alternative 4 for OMF facility

Please do not select Alternative 4 (SR520) for the light rail operations and maintenance facility. I live in the Cherry Crest neighborhood, uphill from there. Plaza 520 is the closest retail space to our neighborhood: we use it a lot, especially with bicycles. If you condemn Plaza 520, we will have to drive more and farther to get to things like Chinese food or banking. That goes against the whole purpose of setting up light rail.

I90-1

--- John Platt

Response to Letter I90, John Platt

Response to Comment I90-1

Opposition to the SR 520 Alternative due to displaced businesses has been noted. Please see response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which address displacement of businesses.

Letter I91, David Plummer

From: Plummer David F. [pdf3@comcast.net]
Sent: Monday, May 26, 2014 4:11 PM
To: OMSF
Subject: Number of Employees for OMSF Alternatives

Follow Up Flag: Follow up
Flag Status: Flagged

Hi there!

Is there some place in the OMSF draft EIS where the expected number of employees (during the OMSF operating phase) for each alternative is defined? (I found tabulations of the number of **construction** employees, but could not locate comparable information for the **operation** phase for each OMSF alternative.)

I91-1

RSVP/thanks,

David Plummer

Bellevue, WA

Response to Letter I91, David Plummer

Response to Comment I91-1

The expected number of employees for each build alternative is listed in Chapter 2, *Alternatives Considered* (Table 2-6), of the Final EIS. As shown, the Lynnwood Alternative would require 258 employees (205 for the OMSF site and 53 for the BNSF Storage Tracks), and each of the build alternatives in Bellevue would require 230 employees.

Letter I92, David Plummer

5 June 2014

Comments On the Draft EIS for Sound Transit's Proposed Light Rail Operation and Maintenance Satellite Facility

- | | |
|--|----------------|
| <p>1. The <i>BNSF Alternative</i> appears to be the best choice among the four alternatives described in the DEIS for the proposed Light Rail operation and maintenance satellite facility (OMSF) for the following reasons:</p> | <p> I92-1</p> |
| <p>a. The life cycle costs for the BNSF alternative appear to be the lowest of the four alternatives considered;</p> | <p> I92-2</p> |
| <p>b. The BNSF alternative displaces the lowest number of existing land uses;</p> | <p> I92-3</p> |
| <p>c. Although this alternative would result in only approximately 4 acres of land available for redevelopment, this area is close to the proposed Spring District development; and the proposed facility would appear to be within walking distance of the proposed 120th-street East Link station, thus allowing OMSF employees easy access to the site from the station;</p> | <p> I92-4</p> |
| <p>d. Past and present Bellevue City Councils and staffs have made irrational, and unjustified decisions to rezone the Bel-Red area to enhance City tax revenue streams; in doing so, they chose to eliminate a broad, eclectic mix of employment and land-use opportunities for previous business and property owners, and adopted the most environmentally damaging land-use and zoning plans for the Bel-Red area. Thus, Bellevue City council and staff objections to OMSF location in this area should be accorded no credibility in choosing a preferred OMSF location;</p> | <p> I92-5</p> |
| <p>e. Any location for the OMSF within the Bel-Red area will be a significant benefit to the City of Bellevue because it will provide a broad range of skilled employment opportunities within the area; approximately 230 jobs are estimated to be required. Moreover, any</p> | <p> I92-6</p> |

negative impacts on property tax income to the City will have the beneficial effect of encouraging present and future Bellevue City councils to reduce their budgets, thus lowering the property taxes paid by present and future Bellevue citizens; and,

I92-6
cont'd

f. Should the BNSF alternative not prove feasible, either the BNSF Modified alternative or the SR 520 alternative would be preferable over the Lynnwood alternative since both of these alternatives have lower life cycle costs than the Lynnwood alternative.

I92-7

2. The DEIS is deficient regarding the number of employees that are expected to be required for OMSF operation. This deficiency should be corrected by describing, for each alternative, the number and types of employees required on each shift that the OMSF operates.

I92-8

David F. Plummer

**14414 NE 14th Place
Bellevue, WA 98007-4001**

**Life Cycle Costs for Light Rail OMS,
Millions of 2013 \$s**

Alternative	Acquisition Cost	40-Yr O&M Costs	Total
Lynnwood	\$352	\$2,640	\$2,992
BNSF	\$345	\$2,520	\$2,865
BNSF Mod.	\$415	\$2,520	\$2,935
SR 520	\$385	\$2,520	\$2,905

Responses to Letter I92, David Plummer

Response to Comment I92-1

Support for the Preferred Alternative has been noted.

Response to Comment I92-2

Support for the Preferred Alternative due to less cost compared to the other build alternatives has been noted.

Response to Comment I92-3

Support for the Preferred Alternative due to fewer displaced businesses compared to the other alternatives has been noted.

Response to Comment I92-4

Support for the Preferred Alternative due to easy employee access has been noted. Since the Draft EIS, the site design and layout of the Preferred Alternative have been refined to incorporate key concepts identified during the Urban Land Institute and stakeholder work, as well as ongoing coordination with the City of Bellevue. The facility footprint area was reduced by approximately 9% (from 23 to 21 acres), leaving 6 acres for redevelopment.

Response to Comment I92-5

Comment noted.

Response to Comment I92-6

Support for any of the build alternatives located in Bellevue due to beneficial economic effects has been noted.

Response to Comment I92-7

Support for the BNSF Modified Alternative and SR 520 Alternative over the Lynnwood Alternative has been noted.

Response to Comment I92-8

Please see Chapter 3, Section 3.1, *Transportation*, of the Final EIS, which provides the number of employees that would work at the OMSF, as well as an analysis of the OMSF's contribution to local traffic as a result. According to Section 3.1.5.6, there would be 205 employees at the Lynnwood Alternative site plus an additional 53 employees at the BNSF Storage Tracks. The Preferred Alternative, BNSF Modified, and SR 520 Alternative would each employ 230 employees. As described in Section 3.1.5.6, there would be three shifts per day.

Letter I93, Mary Poole

From: Mary Lynne Poole [MLP@MLPconsulting.com]
ent: Thursday, June 12, 2014 11:36 AM
o: OMSF
Subject: The 520 OMSF site

I oppose use of the corner of 130th and Northup for a train yard. That site is well used now for stores and small businesses. Heavy industry is not appropriate for the gateway to our Bridle Trails neighborhood.

I93-1

Mary Lynne Poole

Mary Lynne Poole
3518 129th Ave. NE
Bellevue, WA 98005

Phone (425) 861-4433

Response to Letter I93, Mary Poole

Response to Comment I93-1

Opposition to the SR 520 Alternative has been noted. Please see the responses to Common Comments 8, 10, and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I94, Will Poole

From: Will Poole [willp@creativecap.vc]
Sent: Thursday, June 12, 2014 5:12 PM
To: OMSF
Subject: Opposition to proposed site in Bellevue

Dear Sir/madam:

I live in the Bridle Trails neighborhood of Bellevue and want to give input on the location of the operations and maintenance satellite facility. I think that having it located on the corner of 130th Avenue and Northup would be a **bad decision**. That location is full of retail stores and restaurants and having a maintenance facility would hurt the character of the neighborhood.

If you must choose Bellevue, someplace near Lowes which is more industrial would be more appropriate. I don't know about the location in Lynnwood.

Thanks for your consideration

Will Poole
4050 134th Ave NE
Bellevue, WA 98005

| **Will Poole**, Social Technologist
| <http://www.creativecap.org>

I94-1

Response to Letter I94, Will Poole

Response to Comment I94-1

Opposition to the SR 520 Alternative has been noted. Please see the responses to Common Comments 8, 10, and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. The Preferred Alternative and the BNSF Modified Alternative are located west of the SR 520 Alternative, south of Lowe's.

Letter I95, Jack Price

From: Price Jack [jack.e.price@comcast.net]
nt: Friday, June 06, 2014 9:26 AM
io: OMSF
Subject: One of the Stupidest Ideas

To Whom It May Concern:

Placing a light rail heavy maintenance terminal in the area of the Plaza 520 is just plain stupid!! The surrounding area and Plaza 520 supports clean large and small business that supports the overall community .There is no understandable reason to take a well balanced community and add a heavy industrial site to it. Certainly, there is space available either on or around 124 Ave. or 120 Ave. I95-1

Please stop this action! Find a realistic site for this project! Please demonstrate Government thinks thing through and is intelligent!

Jack Price
12942 NE 24th Street
Bellevue, WA 98005

Cell: 425. 246-3775

Response to Letter I95, Jack Price

Response to Comment I95-1

Opposition to the SR 520 Alternative due to impacts on local businesses has been noted. Please see responses to Common Comments 8, 10, and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Two alternatives along 120th Avenue NE were studied: the Preferred Alternative and the BNSF Modified Alternative, which are west of the SR 520 Alternative.

Letter I96, Jane Ramsay

From: Jane Ramsay [jane.ramsay@gmail.com]
Int: Sunday, June 08, 2014 8:36 AM
o: OMSF
Subject: OMSF Bellevue Sites

>
> I attended the hearing on June 5. I agree with most who commented that NONE of the proposed sites in Bellevue are acceptable--one more time, NONE ARE ACCEPTABLE. The plans for the Spring District AND Bel-Red corridor were discussed for many years and did not include "snatching" land for the OMFS. Surely there is a better option, somewhere in a more rural or industrial setting at the end of the line. Already many residents will be affected by noise, lights, maybe even some pollution yet unknown, garbage along the tracks, environmental impact, etc. Time will tell. We have accepted the rail line, but to have an OMFS site located in a high density area where people live and work makes NO sense. To uproot established businesses, many small family-owned businesses, is extremely poor planning.

I96-1

>
> Further, the Bellevue Reporter this week announced a bit of a surprise for Surrey Downs residents - snatching more land to mitigate sound in addition to what already was taken. One can only ask, "What more does ST have up its sleeves for the people?"

>
> Jane Ramsay
> 3012 124th Ave NE
> Bellevue, WA 98005
>
>

Response to Letter I96, Jane Ramsay

Response to Comment I96-1

Opposition to the OMSF being located at any of the build alternative sites in Bellevue has been noted. Please see responses to Common Comments 11 and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I97, Laurel Rand

Laurel Rand
12705 NE 36th St.
Bellevue, WA 98005

June 20, 2014

Sound Transit
Attention: OMSF DEIS Comments
401 South Jackson Street
Seattle, WA 98104

To Whom It May Concern:

I am a homeowner in the Compton Green neighborhood of Bridle Trails and I am opposed to building the rail yard facility south of State Route 520.

197-1

Such a facility would have a permanent negative impact on the Bridle Trails community and future development of the area. Over one hundred small, local businesses would be displaced or shut down; these establishments have become an important part of the community, many having recently been remodeled and upgraded. These attractive businesses serve as an anchor for the health and vitality of the surrounding Bridle Trails communities.

197-2

With a huge cement maintenance facility, the entire area along Northup and 130th Ave. NE would continue to decline. The sincere hope was that the expansion of Sound Transit into the district would help to reinvigorate the area surrounding 130th Ave - one of the more unattractive areas in Bellevue. Recently two marijuana retail outlets have opened - certainly an indication of a lack of desirability for upscale commercial development. As Bellevue expands, this area could become a beautiful extension of the downtown area - rather than an ugly, depressed region, devoid of small businesses.

197-3

Bridle Trails has become a dumping ground for undesirable grand projects - most recently the Puget Sound Energy plan of placing high voltage power transmission lines through Bridle Trails communities as well as the Sound Transit Rail Yard facility. The homes, parks and neighborhoods will be negatively impacted by these large-scale projects. It's no wonder residents

197-4

feel assaulted and unprotected by the city government.

The best option for the rail yard project should be the cheapest choice, the Eastside Rail Corridor property along with the old International Paper building acquired by PSE last year. This location would impact the fewest properties and would be well positioned for the future 120th Avenue Light Rail station.

197-5

Thank you,



Laurel Rand

Responses to Letter I97, Laurel Rand

Response to Comment I97-1

Opposition to the SR 520 Alternative has been noted.

Response to Comment I97-2

Opposition to the SR 520 Alternative due to impacts on the Bridle Trails area and local businesses has been noted. Please see responses to Common Comments 20 and 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I97-3

Please see response to Comment L1-1.

Response to Comment I97-4

None of the OMSF build alternatives are located in the Bridle Trails neighborhood. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I97-5

Support for the Preferred Alternative and BNSF Modified Alternative has been noted.

Letter I98, Laurel Rand

From: Laurel Rand [laurelrاند@gmail.com]
Sent: Tuesday, May 20, 2014 2:18 PM
To: OMSF
Subject: Objection to Rail Yard Facility Along 520 near Northup

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sound Transit,

My family and I have been residents of the Bridle Trails region of Bellevue for the last 25 years. I am therefore very well aware of all of the sites that have been evaluated for a proposed OMSF as the light rail expands. Several were considered in Bellevue and another was reviewed in Lynwood.

I realize that there is a need for this facility; however, the Bellevue site along 520 near Northup and 130th Ave is completely inappropriate and unacceptable. The reasons for this are lengthy but fundamentally revolve around the specific nature of the closely adjoining neighborhood, the destruction of the "character" of this area which is integral to the future growth and planning for the City of Bellevue, the loss of multiple small businesses, and the probable loss of property values in this residential neighborhood.

I am certain that you will receive legions of these objections and I sincerely hope that as responsible public servants, you will do the right thing and place the rail yard in another location other than the one described above.

Sincerely,

Laurel Rand
425.881.6995

198-1

Response to Letter I98, Laurel Rand

Response to Comment I98-1

Opposition to the SR 520 Alternative due to impacts on the Bridle Trails area including loss of local businesses and reduced property values has been noted. Please see responses to Common Comments 8 and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I99, Richard Rand

From: Richard Rand [drrandnwcaps@gmail.com]
nt: Sunday, June 15, 2014 2:29 PM
Subject: OMSF
Rail yard location

The proposed location along Northup adjacent to 520 is so inappropriate for the multitude of reasons that have been stated. Any other location is fine.

Dr Rand

Sent from my iPhone

I99-1

Response to Letter I99, Richard Rand

Response to Comment I99-1

Opposition to the SR 520 Alternative has been noted. Please see response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I100, Richard Rand

Richard Rand
1135 116th Ave. NE
Suite 630
Bellevue, WA 98004

June 20, 2014

Sound Transit
Attention: OMSF DEIS Comments
401 South Jackson Street
Seattle, WA 98004

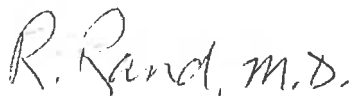
To Whom It May Concern:

It is critical that no rail yard be created south of State Route 520. Such a facility would result in the destruction of future growth of this area. Over one hundred businesses would be displaced or caused to close. Decreased property values in the surrounding residential neighborhoods would result.

Such a maintenance facility would have a permanent negative impact upon the entire Bridle Trails community and send the surrounding area into decline.

We ask that Sound Transit refuse to bow down to big business interests and developers. Less expensive and more logical site options for the facility are available. Please consider the impact upon residential communities and small businesses and either locate the rail yard in Lynwood or elsewhere in Bellevue (along the current rail tracks).

Thank you,



Richard Rand, M.D

I100-1

Response to Letter I100, Richard Rand

Response to Comment I100-1

Opposition to the SR 520 Alternative due to impacts on the Bridle Trails area including loss of local businesses and reduced property values has been noted. Please see responses to Common Comments 8 and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. The Preferred Alternative and the BNSF Modified Alternative are both located along the Eastside Rail Corridor.

Letter I101, Richard Rand

From: Richard Rand MD [drrandnwcaps@gmail.com]
Sent: Friday, June 20, 2014 1:10 PM
To: OMSF
Subject: No rail yard along 520!!

It is critical that no rail yard be created along 520 because of the destruction of the future growth of this area, because over 100 businesses will be displaced or caused to close, because of decreased property values and because less expensive options are available. Please do not bow down to big business interests and either put it elsewhere in Bellevue along the current rail tracks or in Lynwood.

I101-1

Thank you,
Dr Richard Rand

Response to Letter I101, Richard Rand

Response to Comment I101-1

Please see the response to Comment I100-1.

Letter I102, Robert Rapp

From: Bob Rapp [bobrapp2@yahoo.com]
Sent: Saturday, May 17, 2014 12:42 PM
To: OMSF
Subject: Comments on DEIS for OMSF

Follow Up Flag: Follow up
Flag Status: Flagged

Sir/Madam

The Lynnwood site is not the best place for the OMSF, and I think the Bellevue site called "BNSF Alternative" is the better location. | I102-1

- The Lynnwood site has higher capital and higher annual operating costs than the BNSF alternative. | I102-2
- I do not think the DEIS is correct when it says the Lynnwood site will have a noise impact on only two homes. There are many homes right across 52nd from the proposed site, and I think all of them will be affected by sound and light. | I102-3
- Building a 20' tall wall west of the site (along 52nd) to keep the OMSF and trains out of sight is not a good solution. Yes, the OMSF will be out of sight, but now the wall will be visible, and it is inevitable that the wall be tagged with graffiti. I don't want to see the OMSF and trains in Lynnwood, and I definitely do not want to look at a graffiti-covered wall. | I102-4
- The Edmonds School District plans to begin construction of a new middle school facility on the proposed site of the OMSF in 2015. This would preclude the site being used as the OMSF. | I102-5

For these reasons and others, I think the Lynnwood site should be removed from consideration as the place for the OMSF.

Thank you,
 Robert Rapp
 Lynnwood, WA

Responses to Letter I102, Robert Rapp

Response to Comment I102-1

Opposition to the Lynnwood Alternative has been noted.

Response to Comment I102-2

Comment noted.

Response to Comment I102-3

Chapter 3, Section 3.8, *Noise and Vibration* (Section 3.8.4.6), of the Final EIS includes an analysis of noise and vibration impacts related to the Lynnwood Alternative. Based on the detailed noise and vibration analysis that was conducted, it was noted that, per City's noise control ordinance, the 19 properties that are considered residential receptors (18 single-family homes and one community center) would experience some increase in noise levels. Only one residence would exceed the City code by 10 dB, and another residence would exceed the code by 9 dB; the remaining 16 homes would exceed the City code by 1 to 7 dB. In addition, the Grange Hall, which is a commercial use in a residential zone, will exceed the City code by 11 dB. With the proposed mitigation (i.e., automatic doors for the LRV wash system and a noise wall along 52nd Avenue W), there would be no residual noise impacts.

Response to Comment I102-4

Concern regarding graffiti on the perimeter wall is noted. The perimeter wall would be coated with a WSDOT-approved pigmented sealer that makes it easier to clean the wall. The wall would be routinely cleaned and maintained to avoid long-term graffiti.

Response to Comment I102-5

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I103, Sheila Reynolds

From: Sheila Reynolds [sheilamoorereynolds@gmail.com]
ent: Monday, June 23, 2014 5:28 AM
To: OMSF
Subject: OMSF DEIS Comments

OMSF@soundtransit.org

Sound Transit
 Attention: OMSF DEIS Comments
 401 South Jackson Street
 Seattle, WA 98104

To the Sound Transit Board of Directors,

I have lived in the Cherry Crest neighborhood for over 16 years. I am a strong proponent of public transportation and currently commute to my office in the South Lake Union area using Metro. I have commuted by bus from Bellevue to Seattle for 8 out of the last 16 years. I support light rail and look forward to its expansion to the Bellevue and Redmond. I understand that this extension requires an operations and maintenance satellite facility (OMSF) near the tracks and that four alternatives have been proposed. While it seems obvious that such a facility needs to be near the tracks, the Board should also keep in mind that part of the overall development plan for Bellevue and Redmond along this corridor, and indeed part of the fundamental intent for light rail is to encourage the development of these neighborhoods, with shops, housing in various price ranges, etc. Building a large, noisy industrial site in the middle of an area that is in the midst of being revitalized to become an "urban village" risks destroying part of what the light rail extension is intended to encourage and create.

I103-1

From what I have read, the Lynnwood/BNSF option is not a viable option. The land is owned by the Edmonds School District and the owner is not interested in selling.

I103-2

The SR520 site is clearly the least desirable of all of the Bellevue sites. The location currently houses a number of businesses, has been recently improved in many ways and is at the heart of the envisioned "vibrant, walkable urban village" that the light rail vision was intended to create and encourage.

I103-3

Although I am a strong supporter of public transportation, I have not been impressed with the way that Sound Transit has moved this light rail project forward. While Bellevue worked with Sound Transit to come up with a workable plan for light rail, Sound Transit purposely withheld information about the requirements for a large maintenance and storage yard. Negotiating in bad faith like this has set a very bad precedent that people will not soon forget.

Sincerely,

Sheila M Reynolds, PhD

Responses to Letter I103, Sheila Reynolds

Response to Comment I103-1

Please see the responses to Common Comments 11 and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I103-2

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I103-3

Opposition to the SR 520 Alternative compared to the three build alternatives in Bellevue has been noted.

Letter I104, Helen Ross

From: ALAN ROSS [alsross@msn.com]
nt: Tuesday, June 10, 2014 5:17 PM
o: OMSF
Subject: Plaza 520

Please don't displace 40 businesses to put a heavy rail maintenance site where Plaza 520 is now.

I104-1

Helen Ross

Response to Letter I104, Helen Ross

Response to Comment I104-1

Opposition to the SR 520 Alternative due to the loss of businesses has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I105, Irina Rutherford

From: phoenixdesign [phoenixdesignwa@gmail.com]
nt: Sunday, May 18, 2014 5:15 PM
o: OMSF
Subject: I support alternative 1 in DEIS for the Link OMSF

Follow Up Flag: Follow up
Flag Status: Flagged

I support alternative 1 in DEIS for the Link OMSF

This facility is necessary for growth of light rail.

As a property owner in Lynnwood and working in Bellevue I fully support alternative 1

I105-1

my address is:

5502 220th St SW

Mountlake Terrace 98043

Warm regards and best wishes...

Irina Rutherford

cell: 206-422-3866

<http://www.seapd.com>

Response to Letter I105, Irina Rutherford

Response to Comment I105-1

Support for the Lynnwood Alternative has been noted.

Letter I106, Derek Saun

From: Derek S [dereksaun@hotmail.com]
Content: Tuesday, May 27, 2014 2:12 PM
To: OMSF
Subject: public comment

Follow Up Flag Follow up
Flag Status: Flagged

Dear Sir or Madam,

I have no financial interest in this matter. I do not own property near any of the proposed sites.

I object to potential site #4 (SR-520) because it would be using public money to compete with businesses in the area. The proposed site is on prime real estate. This is, by far, the worst of the 4 proposals. | I106-1

I object to proposal 3 (BNSF Modified) because it is inferior to proposal 2 (BNSF). Proposal 3 would adversely affect buildings on 116th Ave and 120th Ave, while proposal 2 mostly affects only 120th Ave buildings so number of affected is cut in half. | I106-2

This leaves proposal 1 and 2 as the only reasonable proposals. I urge Sound Transit to consider whether separating storage tracks (in Bellevue) with a facility in Lynnwood is an efficient strategy. It appears to me that a consolidated facility in Bellevue as Proposal 2 is superior but I leave discretion to Sound Transit. | I106-3

Respectfully,
Derek

Responses to Letter I106, Derek Saun

Response to Comment I106-1

Opposition to the SR 520 Alternative has been noted.

Response to Comment I106-2

Opposition to the BNSF Modified Alternative due to fewer displaced businesses as compared to the Preferred Alternative has been noted.

Response to Comment I106-3

Support for the Lynnwood Alternative and Preferred Alternative as opposed to the BNSF Modified Alternative and SR 520 Alternative has been noted. Support for the Preferred Alternative due to consolidated service has been noted. Please see Chapter 4, *Alternatives Analysis* (Section 4.1.1.2), regarding the advantages of the alternatives that are being considered.

Letter I107, John W. Shannon

From: John Shannon [jaywes38@Verizon.net]
 Sent: Monday, May 12, 2014 11:38 AM
 To: OMSF

Follow Up Flag: Follow up
 Flag Status: Flagged

Dear People:

I am a professional Engineer. I designed electrical systems for three different Rail Maintenance facilities. Two in Chicago, one in Dallas. The Dallas design was a complete new facility for a new rail line. I also worked on the Union station electrical design for the Los Angeles subway and a bus maintenance Garage in San Francisco. I used to live in Seattle.

Why are you planning to build a single facility to handle all the rail-cars. Instead retain the existing facility and build one new one to handle the additional cars.

I107-1

While there are some disadvantages to operating two facilities, think of a major disaster wiping out the entire facility.

Think also the cost of shuttle cars to the ends of three different lines, Lynwood, Bellevue, and Federal Way. During the major commuter Rush Hours commuters will be mostly inbound from the end of the line to Seattle. This means dead-heading rail cars to the ends of the three major routes, Chicago CTA has a facility at Rosemount, (North of the City) one at Lakewood, one at near O'Hare airport. and one at 67th street, south of the city center.

All near the closer to the line ends then downtown. Dead-heading cars from Bellevue to Lynwood or Vice-versa, or Bellevue to SeaTac would require additional personnel in the early morning, as would their return in the evening.

I107-2

Sincerely Yours,
John Wesley Shannon
 53 Windsor Way
 Camp hill, Pa. 17011-1754
 (717) 732-6289
JayWes38@Verizon.Net

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Responses to Letter I107, John W. Shannon

Response to Comment I107-1

As described in Chapters 1, *Purpose and Need for the Project*, and 2, *Alternatives Considered*, of the Final EIS, the existing Forest Street OMF will be retained. The purpose of the proposed OMSF project is to provide additional capacity to enable Sound Transit to meet the maintenance and storage needs of the expanded fleet of LRVs identified in ST2. The OMSF will operate in concert with the Forest Street OMF.

Response to Comment I107-2

As discussed in Chapter 3, Section 3.1, *Transportation* (Section 3.1.5.2), of the Final EIS, the LRVs would be deployed directly into service, and therefore, would not result in deadheading.

Letter I108, Pat Sheffels

From: Pat Sheffels [sheffels@comcast.net]
ent: Saturday, May 31, 2014 11:50 AM
o: OMSF
Cc: Balducci, Claudia
Subject: Maintenance Facility Siting

Dear Sound Transit:

I have read the synopsis of the DEIS for the transit maintenance facility. I was truly dismayed that Sound Transit would consider putting it in the nationally lauded Bel Red Corridor. I was on the Bel Red Steering Committee that worked on the plans for over two years. These plans have drawn nationwide attention and praise for the land use that will take us into the 22nd century.

The Bel Red corridor is some of the most valuable land in King County because it is in Bellevue, the economic driver for the Eastside. The corridor is designed as a "transit oriented development", not a transit parking lot for washing trains.

I108-1

It is difficult, if not impossible, to justify siting this facility in Bel Red because it is not the highest and best use of the land. We can no longer afford to be short sighted with our land use because land is finite, and Bellevue needs to grow with forethought, wisdom, and the will to vigorously resist totally unsuitable plans for our land.

Yours truly,

Pat Sheffels

18 year Planning Commissioner for Bellevue

Response to Letter I108, Pat Sheffels

Response to Comment I108-1

Opposition to the three build alternatives located in Bellevue due to potential conflicts with the Bel-Red Corridor has been noted. Please see the response to Common Comment 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I109, Uzma Siddiqi

From: Ms. Uzma Siddiqi [uzma@mcsid.com]
Int: Wednesday, May 14, 2014 10:05 PM
To: OMSF
Subject: Draft Environmental Impact Statement

Follow Up Flag: Follow up
Flag Status: Flagged

Comment:

I support the "BSNF Alternative" for the Sound Transit Link Light Rail Operations and Maintenance Satellite Facility.

The other alternatives should not be pursued--

SR 520 Alternative: This facility will negatively impact Goff Creek and will have significant wetlands, vegetation and wildlife impacts. Lynnwood Alternative: The off-site storage will lead to inefficient operation and will waste electricity and also has wetland impacts.

BNSF Modified Alternative: The most expensive option with significant wetlands, vegetation and wildlife impacts.

I109-1

Thank you

Uzma Siddiqi
2805 131st PI NE
Bellevue, WA 98005

r

Response to Letter I109, Uzma Siddiqi

Response to Comment I109-1

Support for the Preferred Alternative as compared to the other proposed alternatives has been noted.

Letter I110, Elaine Smith

OMSF DEIS Comments
 Sound Transit Union Station
 (Central Puget Sound
 Regional Transit Authority)
 401 S. Jackson St.
 Seattle, WA 98104-2876

Elaine Smith
 5630-200th St, SW #B305
 Lynnwood, WA
 98036-6262

June 20, 2014

Dear Sound Transit Staff and Puget Sound Regional Council Members

Re: DEIS for OMSF, Potential
Lynnwood

Greetings:

I am writing in serious opposition to the
 option of the OMSF for the light rail system
 being built in our already struggling Lynnwood
 neighborhood around 5th Ave. W.

The streets across from and within all-too-
 painful earshot of the Lynnwood OMSF
 are inhabited by hard-working people, many
 of whom must work 2 jobs to make
 ends meet. In recent years this
 proud neighborhood has suffered the same
 blight as other nearby streets heading westward

Please do not think of supporting this "final
 straw" which could well be the deciding
 factor in the screechy, all-hours-of-the-
 day and night, disrupting deterioration
 of this already fragile Lynnwood neighborhood.
 The clanging, hyper-industrialized ambience
 and greases, oil, and grit pollutants from
 the OMSF will be harmful to families
 for blocks and blocks all around.

Please stand up for our Lynnwood families
 and neighborhoods and lobby hard for the
 OMSF to be sited in the entirely more
 appropriate Bellevue locations. Thank you.
 Sincerely,

Elaine Smith

I110-1

Response to Letter I110, Elaine Smith

Response to Comment I110-1

Opposition to the Lynnwood Alternative has been noted. Please see the response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Please also see response to Comment I63-1 for information regarding management of hazardous materials.

Letter I111, Phyllis Smith

From: Phyllis Smith [phyllis.smith9@icloud.com]
ent: Saturday, June 21, 2014 2:55 PM
ro: OMSF
Subject: OMSF proposal for Lynnwood

To Whom It May Concern:

I am UTTERLY OPPOSED to the idea of locating the Operations and Maintenance Satellite Facility in Lynnwood. It makes no sense to locate it here, since it has already been determined that a train parking site needs to be located on the east side, i.e. Bellevue. Combine the storage site with the maintenance site there. From what I have learned about the Bellevue options, they do not impact residential neighborhoods as the Lynnwood option would, with noise, vibrations, traffic, etc.

I111-1

As a longtime Lynnwood resident, voter, and taxpayer, I also support the Edmonds School District plans for their District Support Center. Your proposal is in direct conflict with the will of voters in this regard.

I am sure many others are more eloquent in their opposition and arguments against locating this facility in Lynnwood. Please add my voice to theirs, and PLEASE ELIMINATE THE LYNNWOOD OPTION FROM YOUR PLANS.

Sincerely,

Phyllis K. Smith
707 Maple Road
Lynnwood, WA. 98037

Sent from my iPad

Response to Letter I111, Phyllis Smith

Response to Comment I111-1

Opposition to the Lynnwood Alternative due to noise and traffic impacts on surrounding land uses and conflicts with the Edmonds School District has been noted. Please see the response to Common Comments 9 and 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Chapter 3, Section 3.1, *Transportation* (Section 3.1.5.6), of the Final EIS states that, when compared to daily and peak-hour traffic estimates for existing uses at the Lynnwood Alternative site, the Lynnwood Alternative would result in a decrease in daily and peak-hour traffic on surrounding City of Lynnwood roadways.

Letter I112, Priti Soni

From: Priti Soni [soni.priti@gmail.com]
ent: Monday, June 02, 2014 8:04 AM
o: OMSF
Subject: Hi

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Priti and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,
Priti soni

I112-1

Response to Letter I112, Priti Soni

Response to Comment I112-1

Opposition to the SR 520 Alternative and support for the Preferred Alternative and BNSF Modified Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I113, Rene Spatz

From: Spatz, Rene (HAL) [RSpatz@HollandAmerica.com]
ent: Monday, June 09, 2014 9:19 AM
o: OMSF
Subject: Plaza 520 Property Site

To whom it may concern,
I ask that you reconsider choosing the Plaza 520 Property Site as a possible Sound Transit Light Rail Heavy Industrial Maintenance Base.

Choosing this site would involve displacing 40 small businesses in the area. Other alternative sites would have less impact i.e the Spring Project Site. I113-1

Thank you for allowing me to express my thoughts

René H Spatz
Manager, Sales Promotion
Holland America Line
206.626-7520
rspatz@hollandamerica.com

Response to Letter I113, Rene Spatz

Response to Comment I113-1

Opposition to the SR 520 Alternative due to displaced businesses and general support for the Preferred Alternative and BNSF Modified Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I114, Janelle Steinberg

From: Janelle Steinberg [janelle.steinberg@cobaltmortgage.com]
Sent: Wednesday, June 18, 2014 8:12 AM
To: OMSF
Subject: Bridle Trails

We have been a resident for 28 years in Bridle Trails. We moved here because it was a) close to Seattle but not in Seattle, b) is a quiet and peaceful area to live in. As you know the past 28 years have seen significant changes, new businesses and development. The very last thing I would want to see is a RAIL YARD in our neighborhood. This will impact us in a negative way on every level and as a long standing tax payer in Bellevue we oppose. This is a neighborhood where people live and work, not an industrial storage facility.

I114-1

My vote is NO. NO. And NO.

Janelle Steinberg
425-890-8026

Response to Letter I114, Janelle Steinberg

Response to Comment I114-1

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I115, Patti Straumann

From: Patti Straumann [pattistraumann@mac.com]
Sent: Friday, June 13, 2014 6:43 AM
To: OMSF
Subject: Rail yard

To whom it may concern,

I am seriously concerned and frightening by the idea of putting a heavy duty 25 acre rail yard in the Bridle Rails area. I do not see how this area can possibly accommodate such an endeavor, it seems like madness to even consider it. The impact to local businesses, home values and quality of daily life in this area would be extremely negative. An alternative completely outside of this area must be considered. | I115-1

Thank you.

Patti Straumann
3106 130th pl ne
Bellevue wa 98005
425 658 7853

Sent from my iPhone

Response to Letter I115, Patti Straumann

Response to Comment I115-1

Opposition to the SR 520 Alternative due to potential impacts on the Bridle Trails neighborhood has been noted. Please see the responses to Common Comments 8 and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I116, Penny and Rob Sullivan

From: Pendleton [pensul220@gmail.com]
ent: Sunday, June 22, 2014 11:41 PM
o: OMSF
Cc: pensul220@gmail.com
Subject: Opposition to use of the Plaza 520 Property

My husband and I strongly oppose the use of the Plaza 520 property as a site for the Sound Transit light rail maintenance yard! We live in the Bridle Trails community and our home literally next to the proposed Plaza 520 site. Bridle Trails is completely unique, not only to the Eastside but to all of the Greater Seattle Area. As a former realtor, I had out of area buyers who were awestruck by the fact that you could be IN the metropolitan area and IN the country at the same time with space and barns and pastures and horses and riding trails. *Please explain to us how it could ever be a good plan to include putting a light rail maintenance facility right next to such a unique and special place?* Don't allow the beauty of our area and our small businesses to be destroyed by a poorly conceived plan. We voted to supported light rail but ABSOLUTELY NO TO USING THE PLAZA 520 property! Lynnwood has commercially zoned, undeveloped land. By far the best choice.

I116-1

Penny and Rob Sullivan
2429 134th Ave. N.W.
Bellevue, WA 98005

Response to Letter I116, Penny and Rob Sullivan

Response to Comment I116-1

Opposition to SR 520 Alternative and support for the Lynnwood Alternative has been noted. Please see the responses to Common Comments 8 and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I117, Richard Szeliski

From: Rick Szeliski [szeliski@microsoft.com]
Int: Wednesday, June 11, 2014 10:28 PM
o: OMSF
Subject: Rail yard adjacent to SR 520

Dear Sound Transit Board Members and Staff,

As a long-time resident of the Bridal Trails neighborhood, I STRONGLY oppose the potential siting of a rail maintenance facility adjacent to 520 near 130th Ave NE. | I117-1

Our house is already subject to highway noises, and adding a rail maintenance facility would further increase our noise levels. | I117-2

More importantly, the existing small businesses, banks, restaurants, and non-profits provide valuable local community services that could not be replaced if this area is re-developed for heavy industrial use. | I117-3

Such a facility would also disrupt the homogeneous small business / shopping nature of the whole Northup strip from 124th Ave NE through 156th Ave. NE.

We are already anticipating a large change in neighborhood traffic and population density due to the new light rail routing, and the influx of more residential units requires the maintenance of the existing small commercial enterprises in the existing area being considered under Alternative 4.

The obvious site for the maintenance facility, if it is sited in Bellevue instead of Lynwood, is on/near the existing BNSF rail corridor, which already contains heavy industrial use (bottling plant, warehouses) as opposed to the small commercial retail businesses that would be displaced by Alternative 4. | I117-4

It's not even clear to me why Alternative 4 is being considered, when alternatives 2 and 3 are clearly superior. Is it because some developer speculatively bought the adjacent Spring District real estate, was able to get it re-zoned to residential, and is now worried about noise impact?

If so, this smacks of the same slimy politics that seems to be pervasive at the municipal level, where developers buy real estate zoned in one category, manage to get re-zoning passed in their favor, and then reap windfall profits.

In addition to all of these arguments, I firmly support all of the other arguments that have been advanced against Alternative 4, including:

. Selection of this alternative would cause irreparable harm and the shuttering of more than 40 small businesses and non-profits. Adding a 25-acre heavy industrial use to this vibrant mixed-use neighborhood would be a detriment for all who live, work, shop and enjoy this area. | I117-5

. Protecting Goff Creek, a fish-bearing stream that currently daylights through our property, should be a priority. Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use. | I117-6

. The heavy industrial use of the OMSF is not consistent with the City of Bellevue's comprehensive plan. Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This area is currently zoned for general commercial and does not allow for industrial or big-box uses. | I117-7

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small businesses and the surrounding neighborhood.

I would also appreciate an explanation of any potential benefits to Alternative 4, which I could not find anywhere on your Web site, | 1117-8

Thank you for considering my comments.

Richard Szeliski
2602 131st Pl. NE
Bellevue, WA 98005

Responses to Letter I117, Richard Szeliski

Response to Comment I117-1

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I117-2

Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I117-3

Potential impacts on the surrounding neighborhoods due to the displacement of businesses from the SR 520 Alternative have been addressed in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, of the Final EIS. As described in Section 3.5.4.4 (page 3.5-11), the surrounding neighborhoods do not depend on these businesses for employment or community identity.

Response to Comment I117-4

Support for the Preferred Alternative and BNSF Modified Alternative as opposed to the SR 520 Alternative has been noted. Please refer to Chapter 2, *Alternatives Considered* (Section 2.3), of the Final EIS, which describes the identification and evaluation process for choosing feasible OMSF sites.

Response to Comment I117-5

Please see the responses to Common Comments 8 and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Please also see response to Comment I117-3.

Response to Comment I117-6

Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I117-7

Please see the response to Common Comment 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I117-8

Chapter 4, *Alternatives Analysis*, and Table S-1 in the Summary of the Final EIS compare the build alternatives and identify areas where the SR 520 Alternative would have more or less impacts than the other alternatives studied.

Letter I118, Carl Tacker

From: Carl Tacker [CTacker@MAYESTESTING.com]
ent: Wednesday, June 18, 2014 5:56 PM
o: OMSF
Subject: OMSF Project

Dear Sound Transit,

As an employee of a business that would be displaced by the OMSF Project, I would like to voice my opposition to the Facility. Following are the key reasons that Lynnwood is not the best option for the OMSF Project.	I118-1
. Lynnwood is the most expensive option with the highest annual operating costs.	I118-2
. Edmonds School District will not sell the property required, essentially killing the project before it starts.	I118-3
. The Lynnwood site is located directly adjacent to a long established residential area. The Bellevue sites are not.	I118-4
. The Lynnwood site is located directly adjacent to a park and will be built on a portion of the adjacent wetland. Both play an integral part in the residential and business community. The Bellevue site is in an industrial area and would not damage the existing environment.	I118-5
. One of the Businesses houses the State DHS Offices. They, along with other businesses employ hundreds of people and serve the needy in our community.	I118-6

In conclusion, I request that the Lynnwood location be eliminated the OMSF plans.

Respectfully,
 Carl Tacker

Responses to Letter I118, Carl Tacker

Response to Comment I118-1

Opposition to the Lynnwood Alternative due to displacement of local businesses has been noted.

Response to Comment I118-2

Opposition to Lynnwood Alternative due to higher costs has been noted.

Response to Comment I118-3

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I118-4

Please see the response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I118-5

Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Impacts on the Scriber Creek Park are presented in Chapter 3, Section 3.18, *Parklands and Open Space* (Section 3.18.4.6), of the Final EIS. That section states that construction of the Lynnwood Alternative would not inhibit normal use of Scriber Creek Park. Additionally, no portion of the OMSF would occupy Scriber Creek Park, and there would be no operational noise impacts.

Response to Comment I118-6

Please see the response to Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I119, Michael Tan

From: Michael Tan (IEB STUDIOS) [michtan@microsoft.com]
Sent: Wednesday, June 18, 2014 12:43 AM
To: OMSF
Subject: Cherry Crest Resident Opposing Rail Yard in Bel-Red Corridor

Michael Tan
3057 125th Ave NE
Bellevue, WA 98005

Hello,

I am a resident at the address listed above. I purchased my home for my wife and our two girls in 2012. We moved here from Seattle and chose Bellevue, particularly the neighborhood of Cherry Crest, because I wanted my family to live in a quiet suburb. Although our neighborhood is close to office complexes and retail stores, they are aligned with the character of our neighborhood. I am categorically opposed to establishing a rail yard in the Bel-Red corridor. I do not believe that aligns to the vision of our community. I believe this is value destructive to residential, retail, and other commercial properties in the area.

There are other locations you are considering. I would highly encourage you to explore those locations, possibly the one in Lynwood, as homes for this project. I respect and understand the need you have, I simply am against having it be in my 'backyard'.

Respectfully,

Michael Tan

I119-1

Response to Letter I119, Michael Tan

Response to Comment I119-1

Opposition to the alternatives in Bellevue due to conflicts with the existing neighborhood character of the Cherry Crest Neighborhood has been noted. Please see the response to Common Comment 10 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I120, Jaime Teevan

From: Jaime Teevan [teevan@microsoft.com]
Sent: Thursday, June 19, 2014 4:29 PM
To: OMSF
Subject: Against Alternative #4 (SR520) for a Link Operations & Maintenance Satellite Facility

I live and work in Bellevue, and am writing to share my opposition to the placement of a Link Operations & Maintenance Satellite Facility in the Bellevue area, and in particular in the proposed Alternative #4 (SR520).

My family lives in North Bellevue in the Bridle Trails neighborhood, and the SR520 site is the closest urban area to our house. We regularly walk with our four children to the SR520 site to enjoy lunch, grab a snack, visit various businesses, or take my oldest son to tutoring. As the area continues to grow, I imagine we will make this walk even more often – and I would be very sad if the shops that we currently enjoy were replaced instead with storage facilities. A rail yard is not a nice first thing for anyone in the family-dense Bridle Trails and Cherry Crest neighborhoods to encounter when walking to the Overlake area, and it stands in direct opposition to making that neighborhood more pedestrian friendly.

Summary: Please do NOT place a Link Operations & Maintenance Satellite Facility in Bellevue at Alternative #4 (SR520)

I120-1

Thank you for your consideration as you move forward with the project. We are very happy to see light rail come to the Eastside, and look forward to being frequent riders. ☺

Sincerely,
Jaime Teevan

Response to Letter I120, Jaime Teevan

Response to Comment I120-1

Opposition to the SR 520 Alternative has been noted. Please see responses to Common Comments 8, 10, and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I121, Emily Turner

From: Emily Turner [write.emily.turner@gmail.com]
ent: Monday, June 02, 2014 1:47 PM
ro: OMSF
Subject: Alternative 1

Hello,

I am writing in opposition to the proposed Lynnwood site for the operations and maintenance facility. Here are my reasons: | I121-1

1. My husband and I recently purchased a home directly across the street from the proposed site. I am concerned that if this facility is located so close to our home it will lower the value of our home as well as the quality of our lives there. | I121-2

2. Part of this property is owned by the Edmonds school district which has been planning to build a bus barn and district administration building. | I121-3

3. It would decimate the wetlands. | I121-4

4. It would be more expensive than the other single site options. Employees would be needed for the maintenance facility in Lynnwood, and the track storage facility in Bellevue. | I121-5

Emily Turner

Responses to Letter I121, Emily Turner

Response to Comment I121-1

Opposition to the Lynnwood Alternative has been noted.

Response to Comment I121-2

Please see the response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I121-3

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I121-4

Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I121-5

The Final EIS acknowledges the higher operational costs of the Lynnwood Alternative as compared to the other build alternatives due to the increased annual operating costs from the need for the BNSF Storage Tracks component of the alternative, which would be located in Bellevue.

Letter I122, Russell Underhill

From: Russellunderhill [Russellunderhill@yahoo.com]
Sent: Monday, June 23, 2014 5:57 PM
To: OMSF
Subject: Rail yard 520

From what I and other people I know have gathered neither the people of Bellevue need not want sound transits forced rail system. Perhaps the right people have been paid off to say what they will. Another project of manipulation to line the the pockets of a select few under the guise of "need and or wanted"

I122-1

Russell Underhill

Response to Letter I122, Russell Underhill


Response to Comment I122-1

Opposition to the Sound Transit rail system in Bellevue has been noted.

Letter I123, John Utz

From: RTA Main Mailbox [main@soundtransit.org]
Sent: Tuesday, June 10, 2014 2:47 PM
To: OMSF
Subject: FW: I wish to express my support for the 520 rail location

Jon Highland | Customer Service Supervisor
Union Station | 401 S Jackson Street | Seattle, WA 98104
jon.highland@soundtransit.org | www.soundtransit.org

 Please don't print this e-mail unless you really need to. Reduce, Reuse, Recycle.

From: John Utz [<mailto:john.of.utz@gmail.com>]
Sent: Tuesday, June 10, 2014 10:34
To: RTA Main Mailbox
Subject: I wish to express my support for the 520 rail location

Hi

That seems like the best place to put it. It seems like the plans call for a small and tight railyard and it's a good spot.

It will suck for the folks that get eminent domained out, but they all go to work on roads that exist because other people got eminent domained out of the right of way of all kinds of roads, so i feel like they are applying a double standard.

I123-1

Response to Letter I123, John Utz

Response to Comment I123-1

Support for the SR 520 Alternative has been noted.

Letter I124, Linda Visser

From: Linda and Roger Visser [rvisser@comcast.net]
Sent: Tuesday, June 17, 2014 11:09 PM
To: OMSF
Subject: Opposition to Railway Yard on 130th and Northup St. in Bellevue

Dear Sound Transit,

I live in the Bridle Trails neighborhood across 520 HWY from the proposed railway yard on 130th and Northup. I opposes the placement of an Operations and Maintenance Satellite Facility in the Bel-Red Corridor at the bottom of 130th and Northup at Plaza 520, where BECU is located and extending east on Northup.

This rail yard would displace 40 businesses, affect the Goff Creek that runs through the property and cause much noise in a residential neighborhood. This is incompatible with the flavor of our local neighborhood.

I vote for the site in Lynnwood or the other 2 sites south of Lowes

Thank you,
Linda Visser
13210 NE 24th St.
Bellevue, WA 98005

I124-1

Response to Letter I124, Linda Visser

Response to Comment I124-1

Opposition to the SR 520 Alternative due to the displacement of businesses, impacts on Goff Creek, and potential noise impacts has been noted. Please see the responses to Common Comments 8, 10, 20, and 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

The SR 520 Alternative would occupy approximately 25 acres that are zoned BR-GC and currently developed with commercial and office uses. The proposed project is not consistent with land use or zoning designations but is conditionally allowed on land zoned BR-GC, subject to Sound Transit obtaining a Conditional Use Permit or a land use code amendment. Views from the Bridle Trails neighborhood north of the site are blocked by existing vegetation and landforms. Landscaping, which would screen the perimeter and enhance the visual quality of the project, would be required per Bellevue City Code and the Bel-Red Subarea Plan (City of Bellevue 2009).

Letter I125, Carol Walker

From: Carol Walker [carol@househunting.com]
Sent: Monday, June 23, 2014 10:06 PM
To: OMSF
Subject: Sound Transit operations and maintenance facility site

Do not site the Sound Transit operations and maintenance facility at Plaza 520. This area serves local people and supports local businesses. Our wonderful Bridle Trails neighborhoods, comprised of thousands of single family homes, condos and apartments, plus many small businesses, would be profoundly negatively impacted by this type of facility. There are better choices and Sound Transit should choose one of them.

I125-1

Carol Walker
Bridle Trails resident and local business woman



Carol Walker

Your Real Estate Resource

John L. Scott Real Estate

206-914-6190 cell

866-343-4100 fax

carol@househunting.com

Response to Letter I125, Carol Walker

Response to Comment I125-1

Opposition to the SR 520 Alternative due to the potential impacts on the local homes and businesses of the Bridle Trails neighborhood has been noted. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I126, James Walsh

From: James Walsh
Sent: Thursday, June 19, 2014 4:16 PM
To: *Email All Boardmembers
Subject: OMSF Proposed Locations

Hello all,

Regarding the matter of selecting the location to build Sound Transit's Operations and Maintenance Satellite Facility (OMSF), I again please urge you to not choose the Lynnwood location. The environmental impact would be significantly negative, destroying 11-12 acres of vegetation and wildlife as well as 2 acres of preserved wetlands. This is not right. The attachment to this email helps show the importance of protecting our environment, an issue we tell our children to take seriously, an issue we need to take seriously.

I126-1

With Highest Regards

James R. Walsh, attorney at law and concerned citizen

I want to be able to tell my daughters that when **you** are asked to account for your actions that **you** held up their right and everyone's right, to a legally protected environment and the Lynnwood/Cedar Valley neighborhood.

-James R. Walsh
6/19/2014

NATIVE GROWTH PROTECTION AREA

THIS WETLAND, AND UPLAND
BUFFER ARE PROTECTED TO
PROVIDE WILDLIFE HABITAT
AND MAINTAIN WATER QUALITY.
PLEASE DO NOT DISTURB THIS
VALUABLE RESOURCE.



Response to Letter I126, James Walsh

Response to Comment I126-1

Opposition to the Lynnwood Alternative due to its impacts on vegetation, wildlife, and wetlands has been noted. Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), of the Final EIS identifies impacts on vegetation and wildlife. The Lynnwood Alternative would permanently remove approximately 12 acres of vegetation, of which 2.4 acres would be forested wetland habitat.

Letter I127, Pamela and Scott Watson, Joyce and Jim Ganley

From: Pamela A. Watson [mrssquitter@hotmail.com]
Sent: Monday, June 23, 2014 8:30 PM
To: OMSF
Subject: Potential Maintenance Facility on NE 20th (Northup Way) in Bellevue

We are writing to object to this proposed facility for the following reasons:

1) There are several business that will be adversely affected by having to relocate - these business provide needed services and job in our local economy. | I127-1

2) This proposed site is flanked to the north and south by long standing established single family residences. |
These residences already suffer from noise pollution caused by nearby businesses, especially at night. The sound of cars being off-loaded to the car dealerships is especially annoying - the addition of a light rail maintenance facility can do nothing but add more noise, affecting our quality of life and diminishing our property values. | I127-2

Pamela and Scott Watson
13038 NE 10th St.
Bellevue, Wa. 98005

Joyce and Jim Ganley
13037 NE 10th St.
Bellevue, Wa. 98005

Responses to Letter I127, Pamela and Scott Watson, Joyce and Jim Ganley

Response to Comment I127-1

Opposition to the SR 520 Alternative due to the displacement of businesses has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I127-2

Potential noise, including nighttime noise, from implementation of the SR 520 Alternative has been evaluated in the Final EIS. Please refer to Chapter 3, Section 3.8, *Noise and Vibration* (Section 3.8.4.5), of the Final EIS, which concludes that no adverse impacts on noise would occur based on FTA and City of Bellevue noise criteria. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I128, Mark Whitaker

From: Mark C. Whitaker [kd7kun@yahoo.com]
Sent: Saturday, May 24, 2014 8:12 AM
To: OMSF
Subject: Operations & Maintenance Satellite Facility

Follow Up Flag Follow up
Flag Status: Flagged

I have been reviewing the documentation provided on the Sound Transit site concerning the need for the OMSF; unfortunately, I will be unable to attend a public hearing but I did want to share my opinion on the location of this facility.

In the long run, I am sure that it will be necessary to have several OMSF's as the system increases in size (and I hope that it will rapidly be increasing in size to help provide alternative transportation sooner rather than later). My first inclination is to go with the cheapest way possible; which, if I am reading the materials right, would be the Bellevue BNSF location. This location would provide a facility that would be preferable to keep the rail system running on the Eastside should the I-90 corridor be closed for some reason and could be used for further expansion of the East Link rail lines.

I128-1

To date I have not seen what further expansion plans there are for light rail, beyond extending into Redmond; it the long term goal is to extend service northward on the Eastside then the BNSF rail bed could be used for this purpose.

However, I do caveat that, I would fervently hope that use of the BNSF rail bed would be a combined use light rail and bicycle route. Being a bicyclist, I do desire to see more infrastructure in place for safe bicycling (unfortunately, in this area, it would seem that sharing the road with bicyclists is a foreign concept for many automobile drivers). The BNSF combined use has the added benefit that for bicyclists the rail bed is relatively flat all the way and makes it easier for the recreational rider to use.

I128-2

Thank you for taking my opinion into consideration concerning the OMSF.

Sincerely,

Mark C. Whitaker
 14537 NE 40th St #H201
 Bellevue, WA 98007
 425-881-6260

Responses to Letter I128, Mark Whitaker

Response to Comment I128-1

Support for the Preferred Alternative due to lowest cost and operational benefits has been noted.

Response to Comment I128-2

Please see the response to Common Comment 28 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I129, Roger White

From: Roger White [Roger@lexingtonpacific.com]
Sent: Monday, June 23, 2014 4:02 PM
To: OMSF
Subject: Hillside 116, LLC Response to OMSF Site Alternatives
Attachments: Sound Transit OMSF Commentary - June 23, 2014.pdf

Please send confirmation of receipt. Thank you.



LEXINGTON PACIFIC

Roger White

(206) 999-5656 cell • (425) 451-1010 fax
roger@lexingtonpacific.com
PO Box 40207, Bellevue, Washington 98015



June 23, 2014

Sound Transit
401 South Jackson Street
Seattle, WA 98104

RE: Comments about proposed alternatives for the location of Sound Transit Link Operations and Maintenance Satellite Facility (OMSF)

Dear Sound Transit Representatives:

I am writing on behalf of my family regarding the proposed alternative sites for the OMSF.

For decades our family has believed that Bellevue is the best place to invest our money, and within Bellevue, that the Bel Red Corridor has offered the best value. As a result, we have sold property in other states and markets and invested the majority of our savings over the last 14 years in the Corridor. We bought in this area not for what it is, but for what it will be.

Hillside 116, LLC is a family owned entity with 2 acres adjacent to Children's Hospital in Bellevue. The land is located within the radius zoned for the highest density development in the Corridor. This site is proposed to be the part of the OMSF in one alternative, and proposed to be adjacent to the facility in another alternative. Either alternative will have a dramatic negative effect on our land value as it will either be taken before we can develop it to its maximum potential, or, become undesirable due to the OMSF. Had Sound Transit disclosed their intentions years ago, we would not be inclined to buy in that area.

I129-1

We are not alone. All of the neighboring properties will suffer a permanent loss of value as will the City of Bellevue as a whole. Children's Hospital built their Eastside medical center on land adjoining two of ST's proposed alternatives. It was chosen for its future ability to serve the growing needs of the community. The loss of land, 24-hour noise, and an incompatible adjacent use will probably change their plans for expanding at that location. A noisy 24-hour rail car maintenance yard is not compatible with healing and the treatment of serious illnesses. The TOD currently under construction by Wright Runstad and proposed on the Burnstead's property will be negatively impacted along with every other property in the area. Can an office, apartment, condominium, or retail and restaurant district with a "24-hour maintenance facility view" get a rental rate that will compete with a "territorial view" of a new city and street life? No. The OMSF will create a loss in long term value and added costs in the short term to compensate for its new neighbor. The International Fibers property purchased by Sound Transit as a "defensive purchase" (a combative term) is zoned for high density office, retail, and residential use which will bring retail, B&O, and property taxes to the City. A long term loss directly attributable to the OMSF if it is built on any of the Bellevue alternatives.

I129-2

The developers, investors, Children's Hospital, and the City are fully vested in the future of the Bel Red Corridor. None of their plans are "proposed". They have already spent and invested their money to build this new transit oriented community, and they continue expanding based on the results of years of study and planning that relied on the City planners and the past representations made by Sound Transit. Sound Transit's proposed alternatives in Bellevue are a direct contradiction of their position until now.

The reason we all face this problem today is that Sound Transit, unlike the affected entities mentioned above, failed to plan. Now, with a reckless disregard of everyone's time, money, and interest, they are proposing that others sacrifice their investments and long term plans to compensate for ST's lack of diligence. If there were a "Mass Transit 101" it would indicate that an entity such as ST would first, identify all necessary components required for a fully operational light rail system or segment, second, secure those locations in advance, third, get approval and consent for the placement of those facilities, and last, obtain financing sufficient to complete a fully operational system.

The privilege of eminent domain must be exercised with care and responsibility. Those in the position of deciding which properties to condemn should look at each case as if it were their own property, their long term investment of time and money, and their loss. Failure to take such care and responsibility should come at the cumulative cost of the monetary damage, direct and indirect, tangible and intangible.

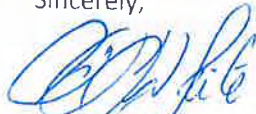
The OMSF does not belong anywhere in Bellevue. It should first go where it is most needed, in the North End, at a responsibly selected site between Lynnwood and Everett. When demand warrants an Eastside location, it should go in Marymoor Business Park, where it wouldn't cause the damage it would cause in Bellevue. By now, Sound Transit should know where it will need additional maintenance facilities and designate them long in advance, before planners, investors, developers, and sensitive land users such as Children's Hospital spend years of time, millions of dollars studying, and hundreds millions of dollars of investment to develop communities that would be sacrificed because of Sound Transit's lack of foresight.

I129-3

I have attached a recent article from the Puget Sound Business Journal that starts with "At Sound Transit, they're dreaming big..." Everyone has big dreams at some point in their lives. To achieve them we must be smart about carrying them out by planning ahead to avoid failure. We don't have the luxury of eminent domain to cover our mistakes and pass the cost on to others who have been diligent.

We are requesting that all three Bellevue alternatives be dropped and, if necessary, that Sound Transit go back to the "drawing board" to come up with a responsible proposal.

Sincerely,



Roger White

From the Puget Sound Business Journal

:<http://www.bizjournals.com/seattle/blog/2014/06/next-for-sound-transit-light-rail-to-ballard.html>

Jun 16, 2014, 2:23pm PDT

Next for Sound Transit: Light rail to Ballard, Issaquah, Everett?



[Marc Stiles](#)

Staff Writer- *Puget Sound Business Journal*

[Email](#) | [Twitter](#)

At **Sound Transit**, they're dreaming big, and leaders of the agency want denizens of the metropolitan Puget Sound region to dream along with them.

On Friday, the Sound Transit board called for more public input on the future of mass transit. The call came as the agency published a draft assessment on the environmental impacts of a long-range expansion plan.

The plan contains a dizzying array of alternatives. Among them are building light rail from Tacoma to Federal Way, from Renton to Lynnwood via Interstate 405, and from Bellevue to Issaquah by way of I-90. Other possibilities are light-rail extensions from downtown Seattle to Ballard and from Ballard to the **University of Washington**, with portions of these projects running in tunnels.

Sound Transit also could extend commuter rail service — Sounder trains — from DuPont to Lakewood, or from Renton to Woodinville. Another option is expanding express bus service on corridors throughout the region.

Nothing is imminent, except more early-stage planning. And voters would have to OK further expansions of the system. Sound Transit's long-range plan will serve as the blueprint for future regional mass transit measures that could go to the voters after 2023, when more than 30 miles of voter-approved light rail expansions are completed.

Last fall, after Sound Transit kicked off the planning process, more than 12,000 formal comments were received. These comments helped shape the draft environmental assessment. Now the transit agency is preparing the final environmental assessment that is to be done by the end of this year.

This work comes as King County Metro plans to reduce bus service due to a \$1.2 billion shortfall in sales tax revenue. Metro cut more than 100 staff positions, raised fares and took other steps to save or raise about \$800 million, but now says it has few other options except to reduce service.

Sound Transit also trimmed back its expansion plans several years ago. It's continuing long-range planning because regional officials estimate the greater Seattle area will grow by roughly 1.5 million people by 2040.

Based on the outcome of the planning process, the Sound Transit board will decide whether and when to ask voters to fund further expansions of the high-capacity transit system.

The public can view the current [environmental assessment](#) and comment on it by email or in person during one of six upcoming hearings. The hearings, which begin July 8, will be held in Everett, Federal Way, Redmond, Seattle and Tacoma.

Marc Stiles covers commercial real estate and government for the Puget Sound Business Journal.

Responses to Letter I129, Roger White

Response to Comment I129-1

Comment has been noted. Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocations*, in the Final EIS states that the project must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 Code of Federal Regulations [CFR] 24, as amended). The act and its amendments provide guidance on how federal financial assistance for a project compensates for impacts on property owners or tenants who need to relocate because of being displaced by the proposed project. Sound Transit has also adopted the *Real Property Acquisition and Relocation Policy, Procedures, and Guidelines* to guide the agency's compliance with Chapter 8.26 of the Revised Code of Washington (RCW) and Chapter 468-100 of the Washington Administrative Code (WAC). All property acquisitions would be consistent with these policies to ensure that property owners would be treated uniformly and equitably. Please also see response to Comment 010-9, which responds to the comment on surrounding property values.

Response to Comment I129-2

Please see response to Comment I129-1, above, and the response to Comment 010-9, which responds to the comment on surrounding property values. Please also see the responses to Common Comments 12, 17, 22, 23, and 25 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Regarding potential noise impacts, Chapter 3, Section 3.8, *Noise and Vibration*, of the Final EIS states that no FTA operational noise impacts would occur under the build alternatives located in Bellevue under FTA or City of Bellevue criteria. A noise impact at the existing Metro Bus Maintenance base was identified, located directly east of the Preferred Alternative site that can be mitigated with a sound wall. Sound Transit acquired the former International Paper Facility parcel as a protective acquisition. As described in Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocations* (Section 3.2.3), of the Final EIS, protective acquisitions do not limit the evaluation of alternatives required by the National Environmental Policy Act (NEPA) process.

Response to Comment I129-3

General support for the Lynnwood Alternative and opposition to all build alternatives in Bellevue has been noted. Please see the response to Common Comment 4 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I130, Linda Willemarck

From: Linda At Sea [lindaatsea@yahoo.com]
ant: Thursday, June 12, 2014 8:36 PM
o: OMSF
Subject: OMSF Lynnwood

Board Members:

The Lynnwood Mayor and City Council voted unanimously to leave C1 and C2 alone - they didn't just vote on choosing C3, they created the C3 alternative. The Council members stated before their vote that they wanted C1 and C2 "off the table"!

I130-1

It was just in November of last year that the you, the Sound Transit Board, voted, also unanimously, to go with the C3 alternative. You saw then the importance of preserving these Type 2 high quality Wetlands, Scriber Creek, and Scriber Creek Park. Nothing has changed.

Let me remind you of Resolution No. 2012-07:

The City Council of the City of Lynnwood does hereby resolve and request the Sound Transit Board to remove from its potential site and evaluations list the Lynnwood 52nd Avenue West/Cedar Valley Road site for a South Transit Operations and Maintenance Satellite Facility and that such site not be included in environmental analysis, due to its many significant and unresolvable and irreparable impacts upon the City of Lynnwood, its residents and businesses and upon the Edmonds School District.

Resolved by the City Council of the City of Lynnwood, Washington, this 22nd day of October, 2012.

Signed by Don Gough, Mayor and Lorenzo Hines Jr., Finance Director

though Sound Transit representatives talk about wanting to save money, they are spending time and money analyzing the exact same piece of land that was looked at less than a year ago. Whether a light rail or rail yard, the impact is too great!

I130-2

The Scriber Creek Park and Wetlands Group is still actively involved in our community, and even more committed to preserving this land. We may have a new Mayor and a few new City Council members, but I believe they are equally committed to our quality of life in Lynnwood and would agree with their predecessors.

Linda Willemarck

Responses to Letter I130, Linda Willemarck

Response to Comment I130-1

Comment has been noted. Please see the response to Common Comment 2 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I130-2

Comment has been noted. Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter I131, Patrick Wilson and Kim Hyo

From: Patrick [hooked2@gci.net]
Content: Thursday, June 05, 2014 10:29 PM
Location: OMSF
Subject: OMSF Lynnwood/Bellevue

Hello,

My wife and I select the option # 1 (Lynwood/Bellevue storage) as a first priority and option #4 (Bellevue: Sr-520) as a second priority.

We have homes at: 7 Lake Bellevue Drive, #111 and #205, Bellevue, WA 98005

Patrick Wilson and Hyo Kim

I131-1

Response to Letter I131, Patrick Wilson and Kim Hyo

Response to Comment I131-1

Support for the Lynnwood Alternative as a first choice and the SR 520 Alternative as a second choice has been noted.

Letter I132, Form Email

From: Andrea Duffield [aduffield@mosaicrehab.com]
ent: Friday, May 30, 2014 5:13 PM
o: OMSF
Subject: RE: OMSF DEIS - No on SR 520 Alternative

Dear Sound Transit Capital Committee and staff:

I am a concerned neighbor that is affected by the potential siting of the Sound Transit OMSF in the SR 520 alternative, otherwise known as Alternative 4.

As a concerned neighbor, I strongly oppose selection of this site, as it would ruin the existing and future community vision for dense, vibrant and urban mixed use neighborhoods for all of us who live, work, shop and enjoy this area. I132-1

In addition, we believe protecting Goff Creek, a fish-bearing stream that currently daylights through our property, should be a priority. Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use. I132-2

We also believe the heavy industrial use of the OMSF is not consistent with the City of Bellevue's comprehensive plan. Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses. I132-3

Finally, the SR 520 Alternative is also within a stone's throw from one of Bellevue's oldest neighborhoods - Bridle Trails - and we understand there is strong concern about the impacts of heavy industrial use on this community of more than 5,000 homes. I132-4

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development. I132-5

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small businesses and the surrounding neighborhood. I132-6

Thank you for considering my comments.

Andrea Duffield
aduffield@mosaicrehab.com
Bellevue, W 98005

Response to Letter I132, Form Email

Please note that all commenters that sent this form email as their comments on the Draft EIS are listed in Table I-1.

Response to Comment I132-1

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I132-2

Comment noted. Analysis of the impacts on Goff Creek is presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.5), of the Final EIS. Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I132-3

Please see the response to Common Comment 10 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I132-4

Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment I132-5

Support for the Preferred Alternative and BNSF Modified Alternative over the SR 520 Alternative has been noted.

Response to Comment I132-6

Opposition to the SR 520 Alternative due to effects on the surrounding neighborhood and businesses has been noted. Impacts on neighborhoods are addressed in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods* (Section 3.5.4), of the Final EIS.

Public Hearing Comments

Letter PH1, Bellevue Public Hearing Transcript

June 5, 2014

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SOUND TRANSIT
REGIONAL TRANSIT AUTHORITY

Operations and Maintenance Satellite Facility
Draft Environmental Impact Statement
Public Hearing - Bellevue

Taken at 625 - 116th Avenue
Bellevue, Washington

DATE: Thursday June 5, 2014

REPORTED BY: Kristin M. Vickery, CCR, CLR 3125

1 BELLEVUE, WASHINGTON; THURSDAY, JUNE 5, 2014

2 5:30 P.M.

3 --oOo--

4

5 MODERATOR: Hello, everyone. We're going to get
6 started. Come on in. Good evening. My name is Jeanne
7 Acutanza. And I'm your public hearing facilitator, your
8 moderator tonight.

9 If you'd like to provide verbal testimony or
10 comment, there's a sheet in the back. And we'd like you to
11 sign up so that we can get through this in a real orderly
12 fashion. So there's a sign up in the back of the room.
13 Please feel free to sign up.

14 First, I wanted to thank our public officials,
15 elected officials that are here tonight. We have -- we have
16 Mayor Fred Butler from the city of Issaquah. He's also on
17 the Sound Transit board.

18 So just a little bit about the purpose of this
19 hearing -- I'm going to close this door -- purpose of the
20 public hearing tonight, this environmental impact statement
21 hearing is being held to comply with the National
22 Environmental Policy Act and the State Environmental Policy
23 Act of 1971.

24 And we welcome your public comments to the public
25 comment period. It ends June 23. So we want you to get

1 your comments in by that time. Your comments help inform us
2 about the adequacy of the document as well as -- as well as
3 the accuracy of the analysis. Your comments become part of
4 the official record. And all of the comments will be
5 addressed in the Final Environmental Impact Statement.

6 Tonight is an opportunity for us to gather public
7 comments on the Operations and Maintenance Satellite
8 Facility Environmental Impact Statement, the draft. We're
9 here to listen to your comments. If you have questions or
10 want to speak to someone directly, we will -- we have the
11 open house next door, and we have a lot of staff ready to
12 take your questions or answer your questions.

13 Your comments tonight should really be focused on
14 the adequacy of the Draft Environmental Impact Statement,
15 the merits of the alternatives discussed in the Draft EIS,
16 and provide information on the potential impacts of the
17 proposed project.

18 So in order to accommodate everyone tonight, our
19 testimony is going to be limited to three minutes. And I
20 have Jenny here. We're going to use a timer. And the way
21 the timer works is when the green light starts, you can
22 start your testimony. At -- when you have about a minute
23 left, it will start flashing. When you have about
24 30 seconds left, it will -- the yellow light will come on.
25 And when the red light comes, we'd like you to wrap up.

1 That's the signal that your time is up.

2 The way we're going to run this will -- I'm going
3 to call three names in the order we have people have signed
4 up. Please come to the microphone and speak into the
5 microphone. We're going to answer questions -- receive your
6 testimony in order, so the first name should -- I call
7 should call line up at the microphone, but the second two
8 names should be ready to testify.

9 We have a court reporter here tonight to ensure
10 the accuracy and -- of your comments. So when you're at the
11 microphone, please speak slowly and clearly. When you're at
12 the microphone, please give your name, spell your last name,
13 and then let us know of any organizations that you're
14 representing tonight.

15 If you don't want to speak or you don't -- if
16 three minutes is too brief of a time or you have more
17 comments, there's an opportunity to provide comments in a
18 written way. This is the community guide. It provides
19 space for comments on the back. We're receiving comments in
20 the room next door, and we'll be receiving those comments
21 through June 23. And then -- but I want to make sure that
22 everyone understands, if you do give verbal testimony it is
23 as important as that written testimony.

24 Again -- I just want to go over this again -- if
25 you would like to speak, you might want to sign up in the

1 back of the room. But there are comments received in
2 several ways.

3 First, the verbal testimony at the microphone.

4 At the end of the public hearing, our court
5 reporter will be here till 7:30, and if you'd like to give
6 your testimony directly to her, that's just fine until 7:30.

7 You can fill out a form tonight and mail it in or
8 e-mail it. Or you may provide comments consistent with
9 the -- consistent with the directions in the community
10 guide. That's it.

11 I'm going to open it up to our panel tonight and
12 introduce you to Kent Hale -- he's the senior environmental
13 planner for the Operations Maintenance Satellite Facility
14 project -- and then Mayor Fred Butler from City of Issaquah
15 who's also Sound Transit board.

16 I'm going to let Fred Butler call us to order and
17 then we'll start taking testimony.

18 MR. BUTLER: Well, we'll go ahead and get started.
19 Can everyone hear me okay?

20 Okay. Wonderful. Thank you.

21 And I want to thank everyone for coming on such a
22 beautiful day like this and to take time out to share your
23 thoughts with Sound Transit.

24 A couple words about the explanation or purpose of
25 what we are doing this evening.

1 So Sound Transit has prepared the Draft
2 Environmental Impact Statement to identify and describe
3 potential environmental impacts associated with alternatives
4 related to the Operations Maintenance Satellite Facility
5 which I will affectionately call the OMSF so I don't have to
6 waste a lot of time with all of those words.

7 The EIS is first distributed as a draft document
8 so that the public, tribes, and agencies may review the
9 document prior to the preparation of the Final Environmental
10 Impact Statement.

11 The OMSF project proposes to construct and operate
12 a facility to meet the needs of the expanded fleet of light
13 rail vehicles identified in the Sound Transit 2 plan which
14 was approved by the voters in 2008.

15 The OMSF would be used to store, maintain, and
16 dispatch light rail vehicles for daily service by providing
17 vehicle storage, light maintenance, cleaning, and staff
18 administration facilities.

19 Four alternative sites for the proposed project
20 are evaluated in the Draft EIS, one in Lynnwood and three in
21 Bellevue.

22 We will now take testimony from members of the
23 audience in the order which they signed up to speak. And
24 I'll ask Jeanne, who you heard from previously, to call the
25 first three speakers.

1 MODERATOR: So first three names I have are Jorge
2 Gonzalez, Eric Hanson and Tiffiny Brown.

3 So, Jorge, could you step up to the mic? Speak
4 clearly. Give us the spelling of your last name and
5 organization you represent.

6 MR. GONZALEZ: My name is Jorge Gonzalez;
7 J-O-R-G-E, G-O-N-Z-A-L-E-Z.

8 Good evening, Mayor Butler, members of the staff,
9 council members. Thank you for this opportunity to address
10 you tonight on the subject of the operations management base
11 site.

12 We're deeply concerned about the possibility that
13 this very large maintenance facility will be located on part
14 of our property. I'm grateful for the opportunity to
15 address you directly.

16 My name is Jorge Gonzalez, and I'm here tonight
17 for speaking for Barrier Motors, a long-time Bellevue
18 business and one we hope we can continue to expand and grow
19 here serving our customers throughout the east side and the
20 region. Our address 1533-120th Avenue Northeast.

21 We were shocked to learn that Sound Transit was
22 considering taking a portion of our property and up to
23 25 acres of land in Bel-Red for a maintenance facility.
24 That just don't make any sense to us. We've been part of
25 Bel-Red planning process, and we strongly support the plan

PH1-1

1 the City has for the Bel-Red corridor. And we have our own
2 plans for the property that fits within city zoning, and we
3 believe will be a productive use of the land.

4 The land that we would lose, should Sound Transit
5 decide to build a maintenance facility in the former
6 International Paper Property, would greatly affect our
7 ability to operate our business. The property in question
8 supports all of our four dealerships, and it is here where
9 we receive, repair, and store vehicles for sale. This, too,
10 serves as employee parking. Without it, we would have the
11 impossible task to find another suitable place where to
12 store 350 vehicles.

13 Without this property, we would not be able to
14 allow transports to load and unload vehicles in a safe place
15 within our property, and they would have to go back on the
16 street. On a given week, we may have up to 50 transport
17 trucks loading and unloading vehicles. We want to be good
18 neighbors and good citizens of Bellevue and the region, but
19 it is really hard when plans change and we have -- when we
20 expect one thing but, all of a sudden, a big piece of the
21 land gets changed into something else.

22 The decision will have a major negative impact on
23 the way we are able to run our business and serve our
24 clients. I'm here tonight to urge you to put the
25 maintenance facility in another location.

PH1-1
cont'd

1 Thank you for listening to me. We will continue
2 to stay involved and hope your decision is not to place the
3 base at the former International Paper facility. Thank you
4 and good evening.

5 MR. BUTLER: Thank you for sharing your thoughts
6 with us.

7 MODERATOR: Next up we have Eric Hanson. After
8 that, Tiffiny Brown and then Matt Terry.

9 Eric Hanson? Going once. Okay.

10 If he's here later, we'll come back to him.

11 Tiffiny Brown?

12 MS. BROWN: Good evening. I'm Tiffiny Brown with
13 Pine Forest; T-I-F-F-I-N-Y --

14 AUDIENCE MEMBER: Can't hear you down here,
15 Tiffiny.

16 MS. BROWN: Can you hear me now?

17 -- T-I-F-F-I-N-Y, B-R-O-W-N.

18 Thank you very much for giving us this opportunity
19 to speak to you tonight, Mr. Mayor and staff.

20 I wish I had something a little bit more formal,
21 and I wish I was more comfortable doing this, but I'm not so
22 here we go.

23 We, Pine Forest, have property in the nearby
24 vicinity to the OSMF [sic] facility. And although we are
25 not impacted directly or physically by this facility, we are

1 definitely impacted by the rest of the rail stations and the
2 railway coming into the neighborhood. We are directly
3 across the street from the Spring District Station.

4 And we have worked very hard with the City of
5 Bellevue and the upzoning of this neighborhood to support
6 transit-oriented development. And to us and to the
7 community and to those that we have worked with,
8 transportation-oriented development means being able to live
9 and walk and be within a pedestrian environment of -- of the
10 new facilities that are going to be there.

11 So when you look at something like 25 acres just
12 being wiped out in that general vicinity, it makes me
13 wonder, it makes everybody wonder, is anybody really looking
14 at the future? Is anybody considering what's going to
15 happen, long term?

16 And I -- I am on the other side of this puzzle
17 when it comes to Sound Transit coming in and having to take
18 property from us, so I know that this is not an easy
19 decision to make or an easy process to do on your behalf.
20 And I feel for those that are here that are actually being
21 physically impacted by other alternatives. And I know that
22 that's -- you know, it doesn't matter what I say here today,
23 that doesn't make it easy. But no matter what, we all have
24 to consider the future and where this is going and why it's
25 being put where it is.

1 And I think that if staff were to actually do that
2 and look at it long-term range, you would notice that if you
3 had compared every single one of these sites side by side,
4 the only thing that changes is the economic impact of the
5 BNSF sites and what happens to the future and the potential
6 planning, the potential density that could go in and support
7 the Spring District Station, that this is not the site for
8 the OSMF [sic] facility with those things considered.

9 I just hope that staff doesn't continue to pursue
10 an easy option just because it's the easiest today, when
11 it's the -- it's the hardest to digest for long term.

12 So thank you very much. I appreciate it.

13 MR. BUTLER: Ms. Brown, thank you very, very much
14 for coming this evening.

15 MODERATOR: Next we have Matt Terry. And after
16 that, Jeff Myrter and Rob Aigner.

17 MR. TERRY: Good afternoon, Mayor Butler, members
18 of the Sound Transit staff.

19 My name is Matt Terry; M-A-T-T, T-E-R-R-Y. And I
20 would like to speak this afternoon about the option of
21 placing a maintenance facility on the BNSF site.

22 The perspective I've offer -- I offer tonight is
23 informed by the lead role that I played in the Bel-Red
24 planning process several years ago. There are a number of
25 reasons why the BNSF site should not be used for Sound

1 Transit's maintenance facility. And I want to focus on two
2 of those.

3 First, the location of the maintenance facility
4 immediately adjacent to one of the redevelopment nodes and,
5 I would note, a light rail station in the Bel-Red corridor
6 is antithetical to the idea of generating ridership on the
7 light rail system from uses like high-density housing and
8 employment. One of the central ideas of the Bel-Red plan
9 was to encourage land uses that would benefit from and
10 support light rail.

11 The location of a maintenance facility in this
12 location, where the City is encouraging high-density housing
13 and employment, subverts the plan and may fundamentally
14 compromise the viability of the plan itself. The City
15 studies of potential redevelopment in the Bel-Red area found
16 that there was strong demand for office and housing
17 development in the Bel-Red area.

18 But for that to happen, the light industrial
19 character of the Bel-Red area would have to change. Major
20 new investment by the City and access improvements in parks
21 will be needed. And developers with a longtime horizon,
22 access to capital, and a high tolerance for risk will be
23 needed to marshal the private investment that will be
24 necessary to create the new office and residential uses.

25 The wholesale change in land use contemplated by

PH1-3

1 the plan is ambitious and extremely delicate. This
2 transformation will take time, many years, and lots of
3 attention by the City and others to be successful.

4 What is not needed is a new industrial use, like a
5 maintenance facility, located adjacent to highest -- to a
6 high-density node. That use will introduce a dark cloud
7 which could compromise the market viability of redevelopment
8 and, in that way, jeopardize billions of dollars of private
9 investment.

10 I urge you to consider alternative sites for the
11 maintenance facility. To not do so risks fundamentally
12 compromising the plan that will lead to the redevelopment
13 that both the City and Sound Transit wants to see happen.

14 Thank you for allowing me to speak tonight.

15 MR. BUTLER: Thank you, Mr. Terry, for speaking
16 this evening.

17 MODERATOR: So we have Jeff Myrter, Rob Aigner,
18 and I'll go back to Eric Hanson, if you're around.

19 MR. MYRTER: Hello. I'm Jeff Myrter, M-Y-R-T-E-R.

20 Good Evening, Mayor Butler and staff.

21 My name is Jeff Myrter. I'm the general manager
22 and director of property management for Wright Runstad and
23 Company. I'm here tonight specifically representing our
24 Spring District development project.

25 Now, Wright Runstad will provide formal comments

PH1-4

1 to the DEIS in the coming weeks, but I wanted to offer some
2 of our concerns to you tonight.

3 Wright Runstad is committed to transit-oriented
4 design, and nowhere more so than at the Spring District, our
5 36-acre development in the Bel-Red corridor.

6 Since we purchased the property in 2007, we have
7 worked very closely with both the City of Bellevue and Sound
8 Transit to support their adopted land use and transportation
9 visions and policies that are intended to maximize ridership
10 by bringing people and jobs in close proximity to where this
11 region is investing billions of dollars in public transit
12 infrastructure. To say the least, removing the 25 acres of
13 high-density, mixed-used, and residential transit-oriented
14 development that is planned for the BNSF site contradicts
15 these visions and policies.

16 It may not look like it today, but long -- not
17 long from now, because of those policies, the densities of
18 jobs and people within a quarter mile of the 120th Station
19 will exceed that of Capital Hill and South Lake Union in
20 Seattle. Would it make sense to place a 25-acre maintenance
21 facility in the middle of Capital Hill?

22 We urge Sound Transit to go beyond the
23 prescriptive analysis mandated in the EIS process and
24 consider the future of our region by applying its own TOD
25 policies and the City of Bellevue's TOD zoning for the

PH1-5

1 Bel-Red corridor when making this decision. Under
2 conservative estimates, the BNSF site alone represents the
3 capacity for 6500 jobs and 1600 housing units within walking
4 distance of the 120th Street Station. That loss in
5 potential riders is substantial but also represents the loss
6 to the City of Bellevue of over \$50 million in impact and
7 zoning fees and the long-term loss of property and B&O tax
8 revenues that far exceeds the loss of any of the other sites
9 in consideration.

10 Please take the time to do this right and consider
11 the region's expectations for investing so much of our
12 scarce public money in light rail transit infrastructure.
13 None of the other sites have the potential to deliver on the
14 regional promise of connecting density with transit
15 investment like the BNSF site does.

16 Our company's investing over \$2 billion in a
17 first-class, nationally recognized TOD development over the
18 next 20 years. And we're doing so based on that regional
19 promise. These things work when public and private partners
20 cooperate for common vision. Please don't undermine that
21 cooperation by placing the OMSF at the BNSF site.

22 Thank you very much.

23 MR. BUTLER: Thank you.

24 MODERATOR: The next is Rob Aigner. After him,
25 Eric Hanson and Jeanne Muir.

1 MR. AIGNER: Hi. My name is Rob Aigner,
2 A-I-G-N-E-R. I'm senior vice president and regional manger
3 from Harsch Investment Properties.

4 We own the 11-acre, 40-tenant site known as Plaza
5 520, which is under consideration under -- for a -- the OMSF
6 facility in alternative for -- otherwise known as SR520. I'm
7 going to give you a little different spin than what you
8 might expect from a business person. I want to give you a
9 sense of who we are as Plaza 520.

10 We are Plaza 520. We're the face of small, local
11 business in the Bel-Red corridor. We operate our businesses
12 every single day. We pay taxes. We are existing
13 contributors to the local economy. We're proud to be doing
14 business in the Bel-Red neighborhood. It is where we have
15 planted our roots. We have taken on tremendous risk and
16 sacrifice to be here. We've invested our money and our
17 lives into this location and into our businesses for the
18 benefit of our customers who value our services. We are
19 here. We are now. We are thriving.

20 We are Plaza 520. We are a diverse group of 40
21 independent business owners. We are women-owned businesses.
22 We are both nonprofit and for-profit businesses. We're the
23 fibers in the -- within the weave of the economic fabric
24 that every city desires to have. We are risk-takers. We
25 are community supporters. We are families. We are

1 neighborhood.

2 We are Plaza 520. We're Persepolis Specialties.
3 We're a family-owned business running a restaurant and
4 bakery. We awake every morning at 4:00 a.m. to prepare
5 fresh baked goods from scratch. We offer our customers
6 delicious Persian, Greek, and Mediterranean foods and thick
7 Turkish coffee.

8 We are Plaza 520. We are Bellevue LifeSpring. We
9 help at-risk youth achieve their dreams through a variety of
10 programs. We help young people develop self-confidence and
11 positive attitude. We meet the needs of children enrolled
12 in Bellevue public schools. We foster stability and
13 self-sufficiency for kids and their families through
14 programs that feed and clothe and educate. We provide free
15 food to over 1500 Bellevue students enrolled in Head Start
16 and reduced-price lunch programs over school breaks.

17 We are Plaza 520. We are BECU. Just last
18 December, we moved into a brand-new, \$2 million building
19 that took us over a year to develop with Harsch Properties.
20 We are proud of our new location which offers services to
21 the entire east side. We are member-owned and membership
22 makes all the difference. When you join BECU, you become a
23 member of the community of people who care about their
24 neighbors and do their best to help them succeed. We
25 provide dreams of the -- to family that is a first-time

1 homeowner, investment capital for new businesses, and
2 reinvestment back into community.

3 We are Plaza 520. We've been here. We are here
4 now. And we are thriving. We are a neighborhood. Please
5 don't take that away.

6 MR. BUTLER: Good evening. Thank you.

7 MR. AIGNER: And I've got -- I've got some cards
8 for you too. These are hundreds of people that have visited
9 our places. We've had a couple days to collect these. But
10 I thought you should see the volume that represents our
11 businesses. So I'm going to leave these for you here.

12 MR. BUTLER: Okay.

13 MR. AIGNER: Thank you for the -- thank you for
14 the opportunity.

15 MODERATOR: Do we have Eric Hanson?

16 We don't. We're going to go on to Jeanne Muir.
17 And after that, Bill Neville and Grant Degginger.

18 MS. MUIR: My name is Jeanne Muir; J-E-A-N-N-E,
19 M-U-I-R. And I'm here tonight representing Security
20 Properties. Thank you very much for giving us this
21 opportunity to discuss with you the siting alternatives.

22 Security Properties is a Seattle-based developer,
23 multifamily developer who is currently in the entitlement
24 phase with Bellevue for the first 300-plus apartments to be
25 built in the Spring District and has options to triple that

PH1-7

1 number. We will be the first buildings built up there,
2 starting this fall if the entitlement continues at this
3 pace.

4 We're deeply concerned at the prospect that Sound
5 Transit could overturn years of planning in the Bel-Red area
6 as a dense neighborhood, urban neighborhood, by choosing
7 either of the BNSF options. It places this multimillion
8 dollar investment in serious jeopardy and significantly
9 reduces our interest in continuing to the option properties.

10 Security Properties made the initial property
11 investment based on the Bel-Red plan which we read deeply
12 and believed in. It was a promise to us as -- well, as
13 mentioned earlier. Taking these 25 acres out of the density
14 equation changes that attractiveness for us, and we think it
15 will for other developers as well. And only a quarter mile
16 from 120th Station, sitting -- siting at any of the Bellevue
17 sites removes urban density from your walk shed which is
18 clearly one of TOD's number ones and should be Sound
19 Transit's goal.

20 Bellevue is in the fortunate position that it's
21 currently thriving. It's growing precipitously. Removing
22 25 acres, permanently, from this growth curve will reduce
23 Bellevue and King County tax revenues far more than other
24 sites, will damage the goals of the Bel-Red planning effort.
25 Other communities that are less central, that have a

PH1-8

PH1-9

1 different economic environment could benefit more from the
2 siting of a maintenance facility rather than being harmed by
3 it for the foreseeable future.

4 So Security Properties will be putting in our
5 letter to the DEIS as well. Again, thank you very much for
6 the opportunity to bring these comments to you.

7 Good night.

8 MR. BUTLER: Thank you for coming this evening.

9 MODERATOR: Next we have Bill Neville, Grant
10 Degginger, and Vikki Orrico after that.

11 MR. NEVILLE: I'm Bill. And I'll pass.

12 MODERATOR: Okay.

13 MR. NEVILLE: I do appreciate your pronouncing my
14 name right.

15 MODERATOR: Grant Degginger.

16 MR. DEGGINGER: Thank you, Mayor Butler.

17 MR. BUTLER: Thank you, Mayor Degginger for coming
18 and seeing and speaking before us.

19 MR. DEGGINGER: I appreciate it.

20 I'm Grant Degginger, D-E-G-G-I-N-G-E-R. And I'm a
21 former mayor of the City of Bellevue, former council member,
22 served on our council for 12 years.

23 And I'm here on behalf of myself. But I feel,
24 indirectly, I'm here, Mayor Butler, on behalf of the many
25 people that we asked to serve on our Bel-Red planning

1 committee that spent the better part of two years developing
2 a plan for how we turn an area that was 950 acres,
3 industrially zoned, generally, into a highest and best use
4 of a transit-oriented development using the investment of
5 light rail, one that hadn't been voted on at the time, to do
6 so. We -- we -- we believed in it. We also helped get the
7 votes to help pass the light rail initiative and bring the
8 light rail to the east side. And it was the right decision.

9 I'm here to oppose not only the BNSF alternative
10 but really any of the alternatives in the Bel-Red area
11 because it is a -- such a -- it is so inconsistent with the
12 effort that we made to design a plan that would work, long
13 term, for the city. We've -- we were hoping to see
14 investment occur. We've seen -- and you've heard testimony
15 from companies that are spending literally billions of
16 dollars making -- making the investment based upon the land
17 use that was anticipated for that area.

18 What would happen here by putting in this
19 maintenance base in this location is, it -- it is putting an
20 industrial use right back into what we were hoping to do for
21 having transit-oriented development in this city. It's a
22 gigantic step backwards. It jeopardizes these investments
23 and it jeopardizes the ability of the City's plan to be
24 fully -- fully -- to come into fruition over time.

25 So I -- and moreover, in the many, many

PH1-10

PH1-11

1 conversations and meetings that we had about delivering
2 light rail here, the notion of this maintenance base in this
3 location never came up. It -- it was slipped in late in the
4 game, very late and very quietly. We were always told it
5 was going to be in Seattle.

6 So I'm very disappointed that we're here tonight
7 having this conversation. And I hope that we realize that
8 what's important here is that this investment that we're
9 making is allowed to come to fruition in the Bel-Red area
10 and that we don't go backwards; we move forward and really
11 deliver on that vision because it's a great vision.

12 Thank you for your time today. And thank you for
13 the opportunity to come in and speak to you.

14 MR. BUTLER: Thank you.

15 MODERATOR: Next we have Vikki Orrico. And coming
16 up, Pat James and Hayley Bonsteel.

17 MS. ORRICO: Good evening, Mayor Butler, staff.

18 My name is Vikki Orrico, O-R-R-I-C-O. And I'd
19 like to echo the comments of Matt Terry and Mayor Degginger.
20 I'm here to testify against siting your Operations and
21 Maintenance Satellite Facility in the Bel-Red corridor.

22 I was chair of the Bellevue Planning Commission
23 when we crafted and unanimously adopted the Bel-Red subarea
24 plan to transform the Bel-Red area from light industrial and
25 commercial uses to vibrant new neighborhoods and thriving

1 businesses served by an integrated system of multimodal
2 transportation choices, parks, and open space, and restore
3 stream corridors that connect the greater city and the
4 region.

5 The Bel-Red corridor plan was the culmination of
6 many years of work by the Bel-Red Steering Committee and six
7 of the City's boards and commissions. It was developed with
8 careful deliberation and extensive public and stakeholder
9 input including over 340 comments to the Planning Commission
10 alone.

11 The Bel-Red corridor plan provided the City an
12 opportunity to capitalize on the corridor's strategic
13 location, the City of Bellevue's economic strength, and the
14 potential for light rail to serve the area.

15 The position as it is, between downtown Bellevue
16 and Microsoft, we recognize that this area offers
17 unparalleled opportunity for high-quality office and
18 residential development. The Sound Transit proposal to site
19 its facilities a quarter of a mile from the 120th Street
20 Station would defeat our purpose and vision and be an
21 affront to our hard work.

22 It would put a giant slab of concrete in the
23 middle of this transit-oriented development, blurring our
24 vision for this to be a high-density, sustainable
25 neighborhoods with ecological restoration, new jobs, parks,

PH1-12

1 open space, retail offerings, economic and business
2 opportunities, and affordable and workforce housing.

3 Thank you.

4 MR. BUTLER: Thank you.

5 MODERATOR: Next is Pat James. After that, Hayley
6 Bonsteel.

7 Pat?

8 MS. JAMES: I'd like to pass at this time. Thank
9 you.

10 MODERATOR: Okay. Thank you, Pat.

11 Hayley Bonsteel.

12 MS. BONSTEEL: Hi there. Thank you for this
13 opportunity.

14 My name is Hayley Bonsteel, B-O-N-S-T-E-E-L. And
15 I'm a community engagement and outreach manger at
16 Futurewise. My background is in architecture and urban
17 design.

18 And I'm here to state that we do not believe that
19 the BNSF site is suitable for the facility. It's the least
20 suitable of the alternatives, and it's just bad public
21 policy. And similar to the previous comments, the Bel-Red
22 corridor was recently redone with full community support to
23 encourage transit-oriented development and smart land use.

24 So given its location within a quarter mile of the
25 station, which is a five-minute walk, best uses would be

PH1-13

1 housing, public space, mixed use, parks, basic services, any
2 of those. So siting the facility at BNSF goes against Sound
3 Transit's own TOD policies, displacing 25 acres of TOD and
4 permanently removing that land from high-density
5 development, which has a tremendous economic impact, in the
6 long run, on the city of Bellevue and King County.

PH1-14

7 So in short, this site has the greatest negative
8 land use and economic impact of all the alternatives in the
9 long run if we look just beyond the moment.

PH1-15

10 Thanks.

11 MR. BUTLER: Thank you.

12 MODERATOR: Next we have Laura Hurdeldenk --
13 Hurdelbrink -- I apologize -- Howard Katz -- sorry -- and
14 Mark Hallenbeck.

15 MS. HURDELBRINK: Thank you for the -- I'm Laura
16 Hurdelbrink, that's H-U-R-D-E-L-B-R-I-N-K. And, yes, I
17 adopted that name over 45 years ago. I'm vice president of
18 the Belle Meade Association.

19 Belle Meade Association has gone on record as
20 being opposed to the expansion of Sound Transit's
21 maintenance yards anywhere in Bellevue. And we have sent a
22 letter dated May 31, 2014.

23 As Sound Transit has proposed, there is a fifth
24 alternative and that one should be used. I have just
25 returned from an extended trip to Tokyo and Kyoto, Japan

1 where urban transportation is an art. Being able to plan
2 ahead does not seem to be a prerequisite of the Sound
3 Transit officials. Public officials in Japan would be
4 embarrassed to be making this type of proposal after making
5 a boondoggle of expanding above-ground transit that is not
6 safe for public to use and barely used as a percentage of
7 the total community population.

8 First and foremost, underground transit is a must
9 in urban areas.

PH1-16

10 Second, maintenance yards should not be in the
11 future downtown corridor of a future major metropolitan
12 area.

PH1-17

13 As a long-term resident of the east side, I have
14 seen the expansion that was never really talked about but
15 was envisioned by many. Somehow, there has always been time
16 and money to build, and then time -- and rebuild, and time
17 and more money to build correctly. Cost today to do it
18 correctly will be seen as inexpensive in 50 or a hundred
19 years in the future, especially when parts of Seattle are
20 underwater.

21 Spend time to stop. Do the expansion correctly,
22 instead of paying for it at twice or at five to ten times
23 the cost. Stop doing it wrong, and get on the right side of
24 the tracks.

25 MR. BUTLER: Thank you.

1 MODERATOR: Next is Howard Katz. And after that,
2 Mark Hallenbeck and Amy Terziyski.

3 MR. KATZ: My name is Howard Katz, K-A-T-Z. And
4 by the way, Katz is the oldest surname in the world, first
5 surname. Just wanted to let you know that.

6 MR. BUTLER: Well, thank you for sharing that with
7 us.

8 MR. KATZ: I represent Lake Bellevue Village. And
9 I also represent the Bellevue Network on Aging. And we have
10 issues on both sides of the fence on this.

11 But I just wanted to say that I'm asking you not
12 to make any more mistakes. When we do -- we -- when we
13 built on -- we proposed the Hospital Station, not at the
14 hospital -- that's -- was the alternative -- but behind
15 Whole Foods so that older adults will not be using that
16 station because of the time it's going to take and go there
17 and get to the doctors, it will be difficult.

18 As far as Lake Bellevue Village is concerned, we
19 are basically a wetland. You -- you picked the -- you
20 picked the -- a rail car that -- right next to where we have
21 ducks, geese, birds, everything. It's a protected area.
22 And -- and you chose that area to run your rail line on.
23 It's disturbing me.

24 Now, as a community, we are going to have trains
25 early in the morning coming -- additional trains -- is it

PH1-18

1 80? A hundred? I don't know how many. But it's concerning
2 that you're going to make another mistake.

3 And you know, it's like, I have a feeling
4 sometimes you guys don't listen because when I went before
5 Sound Transit Board regarding -- once the Hospital Station
6 was announced where it was -- you know, you had three
7 choices. One of the choices was over Northeast Eighth.

8 So here I go before Sound Transit, make my
9 testimony, and all of a sudden, the testimony is over. They
10 call for a vote -- well, they didn't call for a vote -- they
11 had the committee read from a prepared statement -- a
12 prepared statement. Here I make testimony, you didn't
13 listen to my testimony because you voted and -- you voted to
14 put it where I was -- I was testifying. I mean, it just
15 didn't make sense. Here I'm testifying, but you didn't
16 really listen. You listened, but you didn't listen because
17 you voted -- what the committee said, in a prepared
18 statement, the decision was made before. So why have me
19 testify?

20 So please do not make any more mistakes. It's
21 enough that you're destroying -- literally destroying our
22 neighborhood with -- with the -- with the trains coming by.
23 Who knows what effect it will be on the Sound for our
24 wildlife? You know, there's lots of questions.

25 Anyway, I'm asking you, no more mistakes, please.

PH1-19

1 MR. BUTLER: Thank you.

2 MODERATOR: Next Mark Hallenbeck, Amy Terziyski.

3 And then, after that, Glenn Christy.

4 MR. HALLENBECK: Hi. My name is Mark Hallenbeck,
5 H-A-L-L-E-N-B-E-C-K. I work at the University of
6 Washington. Although, I'm not representing them in this
7 light tonight. I'm just me.

8 Didn't really come to speak. I came as much to
9 listen. But I used to teach the urban transportation
10 planning class at the University. One of the interesting
11 things over the last 20 years of teaching that was that we
12 have always taught that you're supposed to do transportation
13 in land use in an integrated fashion. And historically,
14 we've done a really lousy job of doing that.

15 So I -- so I worry a little. Here is an
16 opportunity to have done land use and transportation in a
17 wonderfully integrated fashion. And then you go back and
18 change those outcomes.

19 Now, for you, organization is we make decisions.
20 Those organizational decisions can be brilliant from an
21 organizational side and really dumb from a community side.

22 So I worry that, as you go forward, not -- I don't
23 know. I'm not a Bellevue person. I'm neither pro nor con.
24 If you take my class, the answer to all questions is, it
25 depends. So I don't know the -- I don't know what the right

1 answer here is. But I can say that from an outside
2 perspective this is a really dumb-looking decision if you go PH1-19.5
3 in Bellevue.

4 In a region that is crying out for mixed land use
5 development to save other land for other purposes, here is a
6 part of the region that wants mixed-use, high-density
7 development. From an operation standpoint, you might have
8 to run trains more, but you don't have to build big parking
9 lots if this is the place you're going to build in. People
10 will walk there; they will bike here. You might -- your
11 biggest problem might be bike parking in this place.

12 It is a corridor that sits between Microsoft and
13 Google, between Totem Lake's hospital district and Overlake
14 in Bellevue. It is connected -- it's great for you guys
15 because it's flat. It means it's great for walking, and
16 it's great for biking. From a land-use perspective, this is
17 a great place for Sound Transit to be.

18 I don't know enough about Lynnwood to say whether
19 it's good or bad or indifferent. But I worry that,
20 externally on a growth perspective, Sound Transit is
21 counting on that for Sound Transit 3. If you come and say,
22 Oh, yeah, but we need more maintenance space, you're going
23 to set yourself up for a vote we just had where we lost big
24 time to a lot of people.

25 So think carefully as you go forward in the

1 broader context of the proposals and agreements you made
2 with people as you build plans out and in the greater
3 picture of how you expect this region to grow and what your
4 role is in that.

5 Put that into the context of your pricing and
6 decision-making. I think you'll come out with a better
7 outcome in that process.

8 Thank you.

9 MR. BUTLER: Thank you.

10 MODERATOR: Amy Terziyski. After that we have
11 Glenn Christy and then Andrea Duffield.

12 MS. TERZIYSKI: Okay. Hi. My name is Amy
13 Terziyski. That's spelled T-E-R-Z-I-Y-S-K-I.

14 I apologize. I'm not used to speaking out in
15 front of so many people, but here I am.

16 My husband and I are small business owners from
17 the 520 Plaza at the proposed site there. Never before did
18 we feel so small to learn that Sound Transit is proposing to
19 take away our business from us. When we started our
20 restaurant, we never saw ourselves making it 11 years in
21 business. And here I stand before you today asking you to
22 let us stay.

23 This business has helped us buy our first home,
24 start a family with three wonderful little kids, and keep us
25 with -- give us a dependable income.

1 Our business is more than just a telephone and a
2 desk to move. We have large refrigeration. We have two
3 800-pound deck ovens; plus many, many loyal customers that
4 we've been serving in the community here in Bellevue for,
5 you know, those 11 years.

6 Commercial retail in Bellevue is at a premium, and
7 it's very hard to find. It's -- it would be very hard for
8 us to find a comparable location, almost maybe an impossible
9 task for us.

PH1-20

10 The stress and cost involved could very well be
11 the beginning of the end for us in our business. I think we
12 speak for many of the small businesses in the 520-Northup
13 area. When we say that -- sorry -- I think we speak for a
14 lot of people when we say that the relocation is not an
15 option for us.

PH1-21

16 Taking away 25 acres of retail and office space
17 which is currently teeming of the energy of small businesses
18 will create an industrial wasteland and would affect not
19 just our business but the businesses to the north, east,
20 south, and west of us.

PH1-22

21 We hope Sound Transit can see it that way too.
22 And thank you for listening to me.

23 MR. BUTLER: Thank you.

24 MODERATOR: Next we have Glenn Christy. After
25 that, Andrea Duffield, and then Cindy Angelo.

1 MR. CHRISTY: Hi. My name is Glenn Christy,
2 C-H-R-I-S-T-Y. Lived in Bellevue for quite a while.

3 First time I came to Bellevue is about 55 years
4 ago. And I remember exactly what was in the Spring
5 District. It was Safeway developing their flagship industry
6 in this state, coming up from California, and making
7 industry what Bellevue really needed. Bellevue was actually
8 built on companies like Safeway.

9 Safeway is mostly gone. But as far as Sound
10 Transit is concerned, we -- you are going to be some of our
11 future industry. And the bottom line, your bottom line, is
12 the bottom line. You have to take the option which is best
13 suited for Sound Transit not for what Wright Runstad or some
14 other business is going to make.

15 I'm afraid that's probably along the Burlington
16 Northern Santa Fe -- I really don't like this, but you know,
17 along that corridor, preferably, in my opinion, on the east
18 side only.

19 If you don't build now, I'm sure that you'll have
20 to build both in Lynnwood and Bellevue some day anyway,
21 because I'm sure that the City of Redmond will insist on
22 light rail going through the city of Redmond to downtown.
23 The mayor is kind of promising that and so are a lot of
24 other people. And if you make the mayor of Redmond mad, his
25 mother's going to be unhappy too. And now you have two

1 cities that are going to be jumping all over you.

2 Now -- okay. It isn't just that. Bellevue's had
3 its own problems in the past. In the 1980s we had somebody
4 get up in the City Council meeting and actually say,
5 Bellevue's a bedroom community. We don't want Microsoft in
6 Bellevue.

7 And at the time, I couldn't believe it. My next
8 door neighbor, he dragged me to the City Council meeting.
9 It was the first time I ever been to one and hear something
10 like that. I was -- I'm depending on the software industry.
11 So is Amtrak. Their Web page, that's what I do -- what I
12 did.

13 And I can't believe that somebody would actually
14 consider saying it's a matter of if building in Lynnwood or
15 Bellevue ever. It's a matter of when. We know Sound
16 Transit 3 is going to come along eventually.

17 I mean, you can say, Well, that's not decided yet.

18 But I'm sure there will be. And the Federal
19 Transit Administration, I don't think they're going to
20 change their policies in the next 20 years, which means
21 there will need to be another maintenance facility. And if
22 you don't build one in Bellevue now, at that time they will
23 be looking for land, probably in the Bel-Red area, for that
24 maintenance facility.

25 I mean, Federal Transit Administration is very

1 clear on what they -- what they demand. And they're not
2 going to allow people to bring the trains all the way from
3 Lynnwood everyday all the way to Redmond. It's going to be
4 very expensive for Sound Transit. They may even fine you
5 eventually for that if you change those rules slightly. So
6 I hope you -- I'm sorry that I -- I don't really like rail
7 systems in Bellevue, but it's, I'm afraid, the way to go.
8 Sorry, everybody.

PH1-23

9 Thank you very much.

10 MR. BUTLER: Thank you.

11 MODERATOR: Next Andrea Duffield. And after that,
12 Cindy Anglo, and then Loretta Lopez.

13 MS. DUFFIELD: Good evening. My name is Andrea
14 Duffield, D-U-F-F-I-E-L-D.

15 I am a teacher and I'm a speech pathologist. And
16 I am the owner of MOSAIC Children's Therapy Clinic in
17 Bellevue. We're in the Plaza 520 complex. And if the light
18 rail maintenance yard was placed in the location of my
19 current business, it would be devastating to my business, to
20 my staff, and to the thousands of special needs children
21 that we serve in our community.

PH1-24

22 Let me start by reminding you of the current
23 statistics. In our country, 1 in 68 children is affected by
24 autism. If you're a boy, it's 1 in 42. Overall, 1 in 6
25 children has a special need or a developmental delay

1 diagnosis.

2 MOSAIC, with a team of 50-plus professionals in
3 Bellevue, provides pediatric, physical, occupational, and
4 speech therapy services. We offer behavioral intervention
5 services for children, including pediatric psychological
6 assessments and treatments, individual and group counseling,
7 behavior intervention, ABA programming, and support groups.
8 We have programs like aquatic therapy, pediatric yoga,
9 feeding groups, handwriting groups, social skills classes,
10 friendship groups, dietary and nutritional assessments, and
11 functional movement groups. We have developmental preschool
12 and kindergarten boot camp for our clients that can't
13 survive in the public school system. There is nowhere else
14 for these children to go in our community.

15 MOSAIC is the only private, comprehensive therapy
16 clinic in the greater Seattle area providing this depth and
17 breadth of services from birth through adulthood. We've
18 created a model that allows our families to come to one
19 place and have a true team, a family-centered approach to
20 meet their child's needs.

21 I'm very proud to say that MOSAIC is a rare
22 private provider that accepts Medicaid clients. Our state
23 agencies cannot meet the needs of all of these clients.
24 I've dedicated a portion of my business to serving these
25 families that have no other options. As a mother, I cannot

1 look a child in the eye and deny them services because of
2 their insurance or lack thereof.

3 MOSAIC began in 2003. In the last 11 years, we've
4 worked tirelessly to grow to become the agency we are today.
5 For our location now, it took us nearly two years to be able
6 to find where we could be because we have so many
7 limitations and issues to deal with in finding the right
8 place.

9 We have to be accessible to our families. Our
10 freeway access is key. It's not for convenience. It's for
11 the fact that our children can't handle being in cars.

12 If you go to MOSAIC, you don't have to go from
13 clinic to clinic. We need a safe parking lot. We need a
14 location not faced out onto the road because our children
15 run out of the building, and they do not look both ways
16 before they cross the street.

17 If, in fact, MOSAIC had to be moved, it would be
18 very challenging to find a replacement. Our landlords spent
19 time with us prior to leasing. They've also given the
20 commitment toward community.

21 I've provided the rest of my comments in writing
22 to you as well.

23 Thank you.

24 MR. BUTLER: Thank you.

25 MODERATOR: Cindy Anglo and is next. And then

PH1-25

1 after that, Loretta Lopez and Don Davidson.

2 MS. ANGELO: Hi. My name is Cindy Angelo,
3 A-N-G-E-L-O.

4 To follow up after Andrea's talk there, I am the
5 marketing manager for MOSAIC Children's Therapy Clinics.
6 And of course, again, it's the 520 Plaza. We -- I strongly
7 oppose that location being chosen. I speak on behalf of,
8 not just myself, but all of the employees in our company.
9 There are 50 of us at the Bellevue location, and we are
10 growing.

11 I've been with MOSAIC for two years. Right after
12 I started at MOSAIC, we had just moved. We moved into this
13 Plaza 520. And it was the dream location. We had room to
14 grow. We had rooms that were available for the new services
15 to be added at the clinic to serve the children. And we are
16 now bursting at the seams because we've continued to add
17 services there. The need, as Andrea said, is just
18 incredibly great.

19 We've taken over more space in the Plaza 520
20 location. And the -- the location is -- is perfect. And
21 the families -- I remember listening as -- in my position as
22 the marketing person, I have the opportunity to not just be
23 in-house all of the time. I'm out in the community. I go
24 to the doctors' offices, to preschools, events. I host the
25 events and set up all around the community to share the news

1 about MOSAIC and what we provide.

2 And I often would hear things about the
3 limitations that other clinics have to provide services.
4 And -- because they can -- they're in some small clinic, and
5 they have one or two types of services, where MOSAIC's niche
6 is that we have so many services in one location. And the
7 goal would be to continue to grow that.

8 So when I look at it, too, on a side note, in
9 speaking on behalf of the other businesses in our area -- I
10 don't know them personally, but when I read about this site
11 being chosen, I couldn't believe that it would be an option
12 for 101 businesses to be wiped out or to have to move. Many
13 of those businesses would close. And some of the other
14 sites just simply -- you wouldn't be displacing so many
15 businesses.

16 And I can tell you, it's outrageous, not to just
17 us, but the local news. We had KIRO, KOMO, and Q13 all at
18 our clinic today for live TV coverage. And so it's
19 outrageous, not just to us.

20 So thank you for listening. Thank you.

21 MR. BUTLER: Thank you.

22 MODERATOR: We have Loretta Lopez next. And after
23 that, Don Davidson and then John Hempelmann.

24 MS. LOPEZ: Good afternoon. I'm Loretta Lopez.

25 And I'm president of the Bridle Trails Community Club. The

PH1-26

1 Bridle Trails area is right above 520. And you all are
2 familiar with it.

3 We have been addressing this issue for many
4 months. We have made a formal statement to Sound Transit
5 Board, starting with the objection over placing a facility
6 at the Fred Meyer site when that was part of the -- one of
7 the sites, possible sites.

8 Our position is that we do not want or find it
9 acceptable to place a 25-acre maintenance facility in the
10 Bel-Red corridor. There are many reasons for this. In
11 particular, it is inconsistent with the zoning that the City
12 has invested in for years. The City has spent millions of
13 dollars. We have spent thousands, probably thousands of
14 hours, as a community looking forward trying to figure out
15 what to do with this land.

16 After all of these studies and all of these hours,
17 all the investment, it is our position that it is not an
18 appropriate site. In particular, we also don't -- we find
19 it unacceptable to displace businesses. Here we are talking
20 as a society, as a community, how important it is for the
21 economic engine to keep firing. And what would we do if we
22 had a 25-acre site displace any of the businesses in the
23 Bel-Red area, any of them? Not acceptable. Not acceptable
24 to us.

25 These businesses provide valuable resources, jobs,

PH1-27

PH1-28

1 and B&O tax. And that's important to us. We support
2 businesses. And we, as the Bridle Trails Community Club,
3 ask that you not place the site in the Bel-Red corridor.

4 And thank you for the opportunity to speak.

5 MR. BUTLER: Thank you.

6 MODERATOR: Next we have Don Davidson. And after
7 that, John Hempelmann.

8 If anyone else would like to sign up to speak,
9 please do so now and we'll get you in.

10 AUDIENCE MEMBER: Where's the sign-up sheet?

11 MODERATOR: In the back of the room.

12 AUDIENCE MEMBER: Okay.

13 MR. BUTLER: Mayor Davidson, welcome this evening.

14 MR. DAVIDSON: Mayor Butler, it's very nice to see
15 you.

16 I'm, of course, going to talk about a subject you
17 heard me talk about many times.

18 You guys, are derelict in not getting a biologic
19 opinion from NOAA Fisheries. Any time that you're in
20 wetlands, any time that you got the federal government even
21 recognizing a wetlands park -- urban park where they have
22 substantial amount of investment, they have substantial
23 amount of investment in the rail system itself, it's time
24 you ask for a biologic opinion from NOAA.

25 I have a little experience with this. I'm

PH1-29

1 currently on the Puget Sound Salmon Recovery Council. I am
2 still on the Puget Sound Recovery Council for Lake
3 Washington, Lake Sammamish, and Cedar River. I've been on
4 the Council for 26 years. And it's time that you take on
5 your responsibilities and ask for that biologic opinion from
6 NOAA.

7 MR. BUTLER: Thank you major -- Mayor Davidson.

8 MODERATOR: John Hempelmann is next.

9 MR. HEMPLEMANN: Thank you.

10 First, Mayor Butler, I want to thank you and honor
11 you for being here tonight. There's no requirement that a
12 board member sit at a table and hear all these unhappy
13 people when one of your staff could have taken the comments
14 on the Draft Environmental Impact Statement. So thank you
15 for coming.

16 As you know, I'm a smart growth advocate. I'm the
17 immediate past chair of our Quality Growth Alliance, which
18 is the most diverse Smart Growth Alliance in the United
19 States. And I've had the advantage as vice chair of the
20 Urban Land Institute Transit Oriented Development Council to
21 see light rail and heavy rail, mass transit systems and
22 operation and maintenance yards all over the United States.

23 And so I'm excited about what Sound Transit is
24 doing. As you know, I'm a supporter of the Sound Transit
25 system. I'm a supporter of an operation and maintenance

1 satellite facility. You're going to need it, a second one.

2 I'm just not a supporter of having it in any of
3 the four alternatives identified in the Draft Environmental
4 Impact Statement. They are all within the magic quarter
5 mile -- well, the magic half mile, for sure, most of them
6 within the magic quarter mile of light rail stations, the
7 key focus for transit-oriented development.

8 And I should note that all of these locations have
9 relatively flat topography between the locations and the
10 stations. So the quarter mile doesn't always work if it's
11 in downtown Seattle and you've got hills going all the way
12 up to Capital Hill. But it works in each of the four sites
13 that have been identified.

14 So putting the Operation and Maintenance Satellite
15 Facility in any one of those sites is contrary to PSRC
16 policy. It is contrary to Sound Transit policy when you
17 look at the Sound Transit board TOD policy adopted in
18 December of 2012. It's obviously contrary to the comp plans
19 and development regulations of both Bellevue and Lynnwood,
20 who developed those with the encouragement, support, and
21 collaboration of Sound Transit.

22 And so now to say that it doesn't matter; we're
23 going to disregard all of those policies, is not a good way
24 for Sound Transit to act when they should be recognizing --
25 we recognize transit as the T in TOD. But the objective of

PH1-30

1 the T, the transit, is to connect people and jobs and
2 housing and transportation.

3 And so you'll say, We've got to put it somewhere,
4 John; and we've only got four sites.

5 You recall, in November of 2012 -- Mayor Butler,
6 you were there -- I said, Look for other alternatives even
7 if they're temporary.

8 You had several of your fellow board members who
9 said, We should look at where we might put it in the
10 expanded system if and when we get Sound Transit 3.

11 One of your board members, now your chair, raised
12 serious questions about putting it into areas that are --
13 that are prepared for TOD.

14 So it's a very tough call. But I sincerely urge
15 you to look at other solutions for serving this need,
16 including temporary solutions, temporary storage of trains,
17 even temporary modular facilities that can then be resited
18 at the time you find the right site for it.

19 Thank you very much.

20 MODERATOR: Thank you.

21 MR. BUTLER: Thank you.

22 MODERATOR: We have two more people signed up.
23 Ayele Dagne and David Plummer.

24 Ayele?

25 MR. DAGNE: Thank you for giving me the

1 opportunity to share with you my thoughts.

2 My name is Ayele Dagne. I reside at 2618-127th
3 Avenue Northeast.

4 MR. BUTLER: Just spell your name, please.

5 MODERATOR: Yeah.

6 MR. DAGNE: Ayele Dagne; A-Y-E-L-E, D-A-G-N-E.

7 I am a Bellevue resident for the past 20 years,
8 and I'm -- I also happen to be a Sound Transit -- I was a
9 Sound Transit employee. I was their first IS manager, so I
10 like Sound Transit.

11 Unfortunately -- and Sound Transit is -- I have
12 always thought of it as a neighborhood connector, an
13 organization that connects neighborhoods.

14 Unfortunately, the site that has been selected for
15 the facility, is really, I think, a neighborhood destroyer
16 because we've got a nice neighborhood for children. Kids
17 won't be able to walk as they used to to eateries, to
18 surrounding areas like McDonald's. This is going to really
19 create a situation that is very different from where -- from
20 what we're used to.

21 And I think -- please, I implore you, do not let
22 them build the facility at 520 -- especially 520.

23 Thank you.

24 MR. BUTLER: Thank you.

25 MODERATOR: David Plummer is next. And if

PH1-31

1 there's -- is there anyone else who would like to speak?

2 Please sign up, or...

3 AUDIENCE MEMBER: I have a question. Can you take
4 questions?

5 MODERATOR: Actually, we don't take questions.
6 There is the open house.

7 AUDIENCE MEMBER: I'm just wondering if this is
8 being transcribed and made available later. Are the
9 comments being recorded and transcribed?

10 MODERATOR: Mm-hmm.

11 AUDIENCE MEMBER: Oh, good. Good.

12 MODERATOR: And then it will all be addressed in
13 the Final EIS.

14 AUDIENCE MEMBER: Okay. So we'll be able to go
15 online and read the comments?

16 MR. HALE: The comments will be reproduced in the
17 Final EIS with responses to all of the comments. So that
18 won't be available until next year when we are working on
19 the Final EIS. So the transcript of what's being said
20 tonight is not something that would be available until that
21 time.

22 AUDIENCE MEMBER: Until next year?

23 MR. HALE: It will be part of the Final EIS.

24 Correct.

25 AUDIENCE MEMBER: That's unusual.

1 MR. BUTLER: Mr. Plummer?

2 MR. PLUMMER: Good evening. I'm David Plummer. I
3 reside in Bellevue.

4 The BNSF alternative appears to be the best choice
5 among the four alternatives that Sound Transit has depicted
6 in the DEIS for the proposed Operation and Maintenance
7 Satellite Facility. I offer the following reasons for you
8 to consider in evaluating and coming to a decision on your
9 choice.

10 First, the life-cycle cost for the BNSF
11 alternative appear to be lowest of the four alternatives
12 considered. The BNSF alternative displaces the lowest
13 number of existing land uses. Although this alternative
14 could -- would result in only approximately 4 acres of land
15 being available for redevelopment, this area is close to the
16 proposed Spring District, and the proposed facility would
17 appear to be within walking distance of the proposed
18 120th Street east link station. Thus any -- some, at least,
19 of the OMSF employees would have easy access to the site if
20 it were located where your DEIS depicts it.

21 I think -- I urge Sound Transit -- you people in
22 particular -- to consider that the past and present Bellevue
23 City Councils and staff have made the irrational and
24 unjustified decisions to rezone the Bel-Red area. They did
25 this to enhance city tax revenue streams. In doing so they

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1 chose to eliminate a broad, eclectic mix of employment and
2 land use opportunities for previous business and property
3 owners and adopted the most environmentally damaging land
4 use and zoning plans that were considered.

5 So I hope you'll look at the antecedents that led
6 to the current land use zones. It's very important to
7 understand that. I previously sent long histories to Sound
8 Transit, and I'd be happy to do it again.

9 Any location for the OMSF within the Bel-Red area
10 will be a significant benefit to the city of Bellevue
11 because it will provide a broad range of skilled employment
12 opportunities within the area. According information Sound
13 Transit provided, they expect about 230 jobs would be
14 estimated to be required.

15 Last, should the BNSF alternative not prove
16 feasible, either the BNSF modified alternative or the SR 520
17 alternative would be preferrable over the Lynnwood
18 alternative since both of these, both of the Bel-Red area
19 alternatives, have significantly lower life-cycle costs.

20 I'd make one other comment regarding the DEIS,
21 which seems to have a rather significant deficiency
22 regarding the number of employees that are expected to be
23 employed at the facility for each of the alternatives. I
24 couldn't find this in the DEIS, but I got information from
25 Sound Transit.

PH1-33

PH1-34

1 So thank you.

2 MR. BUTLER: Thank you.

3 MODERATOR: Thank you.

4 Are there any other people that would like to --

5 MR. BANNON: Good afternoon, Mayor Butler and
6 staff.

7 My name is Patrick Bannon, and I serve as
8 president of the Bellevue Downtown Association.

9 And last time I looked at a map, Bel-Red corridor
10 is not in downtown Bellevue, at least not officially. But I
11 want --

12 AUDIENCE MEMBER: Not yet.

13 MR. BANNON: Not yet.

14 Well, I'd like to, tonight, at least reaffirm that
15 we're watching this issue closely and that we plan to weigh
16 in by the comment deadline.

17 But at least initially, based on review of the
18 Draft EIS, the major concern with the sites in Bellevue is
19 that they do not promote long-term success of the community
20 and they are incompatible with both Sound Transit's own
21 policies and the City's own policies around development that
22 will improve the community for many years to come.

23 So downtown is about the long-term success of the
24 community, and investments being made there need to
25 complement what is going to happen in the Bel-Red corridor.

PH1-35

1 So not unlike what you've heard tonight from many of these
2 folks testifying, really ask Sound Transit to consider this,
3 the alternatives, and consider the future of Bellevue.

4 Thank you.

5 MR. BUTLER: Thank you.

6 MODERATOR: One more?

7 MR. RENN: Yes. I'm Dan Renn. I'm the vice
8 president of the Wilburton Community Association our
9 neighborhood is just south of Eighth Street in this area.

10 MR. BUTLER: Spell your name, please.

11 MR. RENN: Daniel Renn, R-E-N-N.

12 And I just want to say whatever -- what most
13 people have said, that none of these sites are appropriate
14 for this facility. It should be out at the end of where the
15 line is going to be eventually, out past Redmond some place.
16 And that's where you need to find a way to put it out there.

17 I was going to start out by saying, Go ahead and
18 put one of these sites in because it will completely ruin
19 the need for light rail. And if we don't need light rail,
20 we can just leave it off the east side.

21 But I was afraid you might take me seriously, so I
22 won't say that.

23 MODERATOR: Is there anyone else that would like
24 to speak tonight?

25 Hearing none, I'm going to turn it back to the

PH1-36

1 panel.

2 MR. HALE: Thank you, Jeanne.

3 I just wanted to say a couple of things.

4 First of all, thank you very much for taking the
5 time to come out this evening and participating in the open
6 house and provide your comments.

7 I want to reiterate that there are numerous ways
8 to provide comments. You can pick up a comment form and
9 leave that here tonight or take with it you. You can mail
10 that in later. And we also have an e-mail address on our
11 project Web site. And all of that information for how to do
12 that is in the next room at the open house. And the comment
13 deadline does extend until June 23.

14 I also wanted to note that -- again, that all of
15 the comments that we hear, whether it's verbal testimony or
16 written comments, all of them will be reproduced in the
17 final EIS. And there will be response provided to those.
18 That's anticipated next year.

19 And -- but at the close of the comment period,
20 after June, the Sound Transit Board would be expected to
21 identify a preferred alternative sometime later this summer
22 based on the technical analysis and the Draft EIS and also
23 on all the comments that have been received. That's not a
24 final decision, but as it -- the name implies, it is an
25 indication of the Board's preference for location.

1 And then after the Final EIS is issued, next year
2 in 2015, a final decision on the project would be made.

3 MR. BUTLER: And one last time, is there anyone
4 else desiring to comment this evening?

5 So seeing no one, I want to --

6 MR. WHITE: If I may?

7 My name is Roger White, W-H-I-T-E. Knowing that I
8 didn't hear anything about -- and I know that the City of
9 Redmond would like to see the light rail moved into their
10 downtown area, but it would seem to me that Redmond is the
11 end of the line and that possibly Marymoor Park, an
12 industrial area, might be supported by the City of
13 Redmond -- not something that I know for sure -- but isn't
14 there a way that we can bridge over to get to that point so
15 that's at the end of the line?

PH1-37

16 That's an open-ended question. I don't expect you
17 to answer it, but that's my comment.

18 Thank you.

19 MR. BUTLER: Thank you.

20 And there is one other person in the back who
21 raised his hand.

22 Sir, if you'd come forward, please.

23 MR. BYRSKI: Nervous. I'm one of the 1 in 42
24 who's autistic. My name's Mark Byrski, B-Y-R-S-K-I.

25 And I would basically like to make two points.

1 Point 1 is the BNSF alternative site, I see that
2 as the best deal for the taxpayer. The -- some of the land
3 at the International Paper site has already been purchased,
4 and I understand Sound Transit got a pretty good deal on
5 this land. And as I can see, the BNSF alternative will be
6 the cheapest to build as a result and apparently among the
7 cheapest to operate afterward.

8 And what's more is I see another transit
9 maintenance facility being placed directly across the street
10 from an existing transit maintenance facility that
11 apparently will remain during this redevelopment.

12 And I want to point out one other thing. I recall
13 reading in the Bellevue Reporter that there was a proposal
14 to put a big megachurch in that land. And there was all
15 this talk of high-density development. But I understand
16 there was another tax exempt property that contemplated to
17 be located there, a megachurch. And so some -- so some of
18 these statements I've heard are coming across as a bit
19 disingenuous.

20 And the -- my other recommendation is the Redmond
21 thing. Should these four alternatives fall through, please
22 consider the -- I think it was Potential Alternate E5,
23 putting it way out at the end of the line in Redmond near
24 Marymoor Park. That's an industrial area now, you know,
25 filled with warehouses. And what's more, that extends the

PH1-38

PH1-39

1 line to Redmond sooner.

2 And I was wondering if Sound Transit could massage
3 the budget to make it happen, because, as I see it, the ST3
4 may not pass the polls. The last transit issue to come up
5 for a vote did fail. And I was wondering if they could kind
6 of massage the budget a bit to build at least a temporary
7 line to Redmond, maybe a temporary station out of wood and,
8 you know, gravel parking lot and -- you know. Okay.

PH1-39
cont'd

9 And you know, so if it falls through, I recommend
10 the Redmond location be revised and looked at.

11 Thank you very much.

12 MR. BUTLER: Well, thank you.

13 So is there anyone else desiring to speak this
14 evening?

15 Seeing none, then, again, I want to thank everyone
16 for coming and sharing of your time, your comments as a part
17 of this public process. And so I would close the -- the
18 hearing at whatever time it is right now.

19 MODERATOR: 6:45.

20 MR. BUTLER: 6:45.

21 And again, thank you for coming. We are
22 adjourned.

23 (Proceedings concluded at 7:30 P.M.)

24 -oOo-

25

C E R T I F I C A T E

I, the undersigned officer of the Court and Washington Certified Court Reporter, hereby certify that the foregoing proceeding was taken stenographically before me and transcribed under my direction;

That the transcript of the proceeding is a full, true and correct transcript of the testimony, including questions and answers made and taken at the time of the foregoing proceeding;

That I am neither attorney for nor a relative or employee of any of the parties to the action; further, that I am not a relative or employee of any attorney or counsel employed by the parties hereto, nor financially interested in its outcome.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this day of , 2014.

Kristin M. Vickery
Certified Court Reporter, 3125

Responses to Letter PH1, Bellevue Public Hearing Transcript

Response to Comment PH1-1

Comment noted. Please see Response to Common Comment 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH1-2

Opposition to the build alternatives located in Bellevue due to potential impacts on future TOD has been noted. Please see responses to Common Comments 11, 12, 15, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH1-3

Please see the responses to Common Comments 10, 11, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Chapter 3, Section 3.3, *Land Use* (Table 3.3.1), states that only about 4% of land within the 0.25-mile radius from the 120th Avenue Station would be occupied by the OMSF, this excludes public right-of-way.

Response to Comment PH1-4

Opposition to alternative sites noted. Please see the responses to Common Comments 15 and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH1-5

Please see the response to Common Comment 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH1-6

Please see the responses to Common Comments 11, 13, and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH1-7

Opposition to the SR 520 Alternative due to the displacement of local businesses has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH1-8

Please see the responses to Common Comments 11, 13 and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Please also see response to Comment L2-51.

Response to Comment PH1-9

Please see the responses to Common Comments 11, 15, and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH1-10

Please see the responses to Common Comments 11 and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Please also see response to Comment L1-1.

Response to Comment PH1-11

Please see the responses to Common Comments 15 and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH1-12

Please see response to Comment L2-51. Please also see the responses to Common Comments 15 and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH1-13

Opposition to the Preferred Alternative has been noted. Please see response to Comment L1-1.

Response to Comment PH1-14

Please see response to Comment L2-2.

Response to Comment PH1-15

Opposition to the Preferred Alternative has been noted.

Response to Comment PH1-16

Please see response to Comment I47-1 and I47-2.

Response to Comment PH1-17

Opposition to locating an OMSF within the Bel-Red Subarea noted; see response to Comment I47-2.

Response to Comment PH1-18

Please see the response to Comment L3-4.

Response to Comment PH1-19

Comment noted. Noise impacts on wildlife in the study areas of the build alternative sites in Bellevue are presented in Chapter 3, Section 3.9, *Ecosystems* (Sections 3.9.4.2, 3.9.4.3, and 3.9.4.5), of the Final EIS.

Response to Comment PH1-19.5

Opposition to the OMSF being located at any of the three build alternatives in Bellevue noted.

Response to Comment PH1-20

Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH1-21

Please see response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH1-22

Please see response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH1-23

General approval of the project being located in Bellevue noted.

Response to Comment PH1-24

Please see response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH1-25

Opposition to SR 520 due to difficulty of relocation has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH1-26

Please see response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH1-27

Comment noted.

Response to Comment PH1-28

Opposition to locating the OMSF in Bel-Red Subarea noted. Please see responses to Common Comments 10, 11, and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Please also see response to Comment L1-1.

Response to Comment PH1-29

Endangered Species Act (ESA) consultation with National Marine Fisheries Service was completed for the East Link project on December 7, 2010; and with U.S. Fish and Wildlife Service on February 23, 2011. Endangered Species Act (ESA) consultation for the OMSF was completed on June 5, 2015.

Response to Comment PH1-30

Please see response to Common Comment 13 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Please also see response to Comment L1-1.

Response to Comment PH1-31

Opposition to the SR 520 Alternative has been noted. Please see response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH1-32

Support for the Preferred Alternative due to the lowest cost of all build alternatives, easy employee access to the site, and benefit to the Bel-Red Subarea has been noted.

Response to Comment PH1-33

Support for the SR 520 Alternative over the Lynnwood Alternative in the circumstance the Preferred Alternative is found to not be feasible has been noted.

Response to Comment PH1-34

Please see responses to Comment Letter I92.

Response to Comment PH1-35

Please see response to Comment L1-1, O1-1, and O1-2.

Response to Comment PH1-36

Opposition to all of the alternatives has been noted. Please see Chapter 5 of the Final EIS, *Public and Agency Comment Summary*, the response to Common Comment 4, which responds to the comment regarding reconsidering an alternative site around Redmond.

Response to Comment PH1-37

Please see the response to Common Comment 4 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH1-38

Support for the Preferred Alternative has been noted.

Response to Comment PH1-39

Please see the response to Common Comment 4 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter PH2, Lynnwood Public Hearing Transcript

June 3, 2014

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SOUND TRANSIT
REGIONAL TRANSIT AUTHORITY

Operations and Maintenance Satellite Facility
Draft Environmental Impact Statement
Public Hearing - Lynnwood

Taken at 3711 196th Street Southwest
Lynnwood, Washington

DATE: Tuesday, June 3, 2014

REPORTED BY: Kristin M. Vickery, CCR, CLR 3125

1 LYNNWOOD, WASHINGTON; TUESDAY, JUNE 3, 2014

2 5:30 P.M.

3 --o0o--

4

5 MODERATOR: Hello, everyone. Welcome. We'd like
6 to get started.

7 My name is Jeanne Acutanza and I'm your moderator
8 this evening. I'm a community engagement professional and
9 public facilitator. I work very hard on multi-modal
10 projects. So I'd like to thank all of you for coming
11 tonight.

12 And we have some elected officials. I wanted to
13 just announce Mayor Nicola Smith is here from the City of
14 Lynnwood. We've got Paul Roberts who is the vice chair of
15 the Sound Transit Board as well as the Everett City Council.
16 Loren Simmondson [sic] from the Lynnwood City Council is
17 also here, president of the Lynnwood City Council. And
18 Stewart Mhyre from the Edmonds School District. And I want
19 to thank them all for coming out, lovely evening.

20 Today's public hearing is being held to receive
21 comment on Sound Transit's proposed Link Operations and
22 Maintenance Satellite Facility and this project's Draft
23 Environmental Impact Statement. This hearing tonight is one
24 of two public meetings hosted by Sound Transit about the
25 EIS. And it complies with the National Environmental Policy

1 Act as well as the State Environmental Policy Act of 1971.

2 We are here to listen to all your comments and not
3 be answering questions during your public testimony. This
4 is our time to listen. If you have questions, though,
5 please feel free to ask any of the staff in the open house
6 area that's running along with this meeting. You walked
7 through that as you came in.

8 The public review and comment on the Draft EIS
9 will continue through January 23, 2014. And your comments
10 help inform the choice between alternatives. Your comments
11 will become part of the official record, and they will be
12 responded to in the Final EIS.

13 I'm your moderator. I'm here to ensure that
14 every -- the hearing is conducted in an orderly fashion and
15 as -- and as many people as possible have an opportunity to
16 present or comment.

17 So at this time, if you would like to sign up to
18 speak tonight, I'd like you to -- have you sign up in the
19 back of the room. You're welcome to.

20 In order to accommodate as many people as
21 possible, testimony is going to be limited to three minutes
22 per person, and we pretty strictly enforce the limit of
23 three minutes. Our timekeeper will hold up a sign when your
24 time is almost up.

25 So the timer, you can watch it. There's a green

1 light on when you begin speaking. When you have one minute
2 remaining, it starts to flash. And then when the amber
3 light comes on, you have about 30 seconds. When the red
4 light comes on, you'll hear a short beep meaning your time
5 is up so we'd like you to wrap it up.

6 I'm going to call three names -- names at the --
7 at a time to speed the process along. The first name will
8 be the next speaker. The next few names will follow in the
9 order called and should be prepared to come up and speak.
10 When I call your name, please come forward and speak into
11 the microphone.

12 We have a court reporter here to -- and she'll be
13 taking your testimony. In order to ensure accuracy of your
14 comments, we would like to -- you to speak clearly into the
15 microphone and not too fast.

16 Please begin by stating your name and address --
17 spelling your last name will be very helpful -- and
18 identifying the name of the group -- of your organization,
19 if any, that you represent.

20 If you do not speak tonight or if you have a lot
21 of detailed technical comments and three minutes is too
22 brief for you, please submit written comments. There's
23 forms in back of -- in the hallway. And just reiterate,
24 those are just as important as oral testimony.

25 You may offer your comments on this project in

1 several ways. Sign up in the rear of the room, also welcome
2 to do that. The court reporter will remain here through the
3 night to the end of the hearing. And then complete a form,
4 and leave the comment form in the comment boxes in the back
5 of the room, so...

6 Any questions?

7 And you can also provide your comments by e-mail
8 or through the mail. And the information to do so is in the
9 community guide. There was information at the beginning at
10 the sign-in desk.

11 If you'd like to testify this evening and have not
12 signed up, please do so now.

13 Next, I'm going to introduce our panel which
14 includes Kent Hale, senior environmental planner working on
15 this project.

16 Kent?

17 MR. HALE: Hi. Thanks, Jeanne.

18 I just want to reiterate that we're encouraging
19 comments on the Draft EIS in a number of ways, as Jeanne
20 noted. If you don't wish to speak and sign up to speak,
21 there's numerous ways you can provide comment through the
22 end of the comment period which is June -- ends June 23rd.

23 We have comment forms. You can write those out
24 tonight and leave them with us or take it with you and send
25 it back to us later. You can send them in by e-mail. You

1 can send them in by written letter. Or if we close the
2 public hearing, our court reporter will be here through the
3 duration of the meeting. You can speak directly to her, and
4 she'll record your comments.

5 The other thing I'd like to note is the purpose of
6 this comment period is to take your concerns and interests
7 about the analysis that's presented in the Draft
8 Environmental Impact Statement. So we've analyzed a number
9 of issues. And what we're looking for is your feedback on
10 clarifications, errors, concerns, that type of thing, to
11 help inform Sound Transit Board's decision-making process as
12 we move forward.

13 The other thing I'd note is that all of the
14 comments, whether they're given tonight or in writing, will
15 be part of the formal record. They'll be responded to in
16 writing when we publish the Final Environmental Impact
17 Statement which would happen sometime mid -- mid to --
18 sometime between the middle of 2015 and -- or the end of
19 2015.

20 So that's all I want to say.

21 MODERATOR: I'd like to turn it over to vice chair
22 Paul Roberts to open the meeting.

23 MR. ROBERTS: Thanks, Jeanne.

24 And thanks, Kent.

25 And thanks to all of you for being here tonight.

1 At the risk of repeating, we're here to listen
2 tonight and take your comments. I think -- Kent, correct me
3 if I'm wrong -- June 23 is the comment deadline. So if you
4 have additional comments and want to submit them in writing,
5 they can be submitted up until the 23rd of June.

6 Sound Transit has prepared the Draft EIS to
7 identify and describe potential environmental impacts
8 associated with the alternatives. I think all of you are
9 probably familiar with the comparison of the alternatives.
10 And if you would like some additional information, as Kent
11 described, that information is outside of this room on the
12 story boards. And the staff is there to answer questions
13 that you may have here tonight. So we invite you to ask
14 them if you have them.

15 The EIS is first distributed as a draft document
16 so that the public and affected tribes, agencies, and
17 individuals and entities may review the document prior to
18 the preparation of the Final Environmental Impact Statement.

19 The Link Light Rail Operations and Maintenance
20 Satellite Facility -- that's a mouthful, and that's why we
21 call it the OMSF -- that project proposes to construct and
22 operate an OMSF facility to meet the needs of the expanded
23 light rail fleet and the vehicles in that fleet. We call
24 them light rail vehicles, LRVs. There's lots of acronyms in
25 this world.

1 But to -- the OMSF facility is to house those
2 vehicles and the maintenance operations associated with
3 them. They've been identified in the Sound Transit 2 plan
4 that was approved by the voters in 2008. I think many of
5 you are aware that light rail is proposed to be at Lynnwood
6 by 2023. So maintenance operations that are part of this
7 valuation are really there to serve the light rail cars that
8 will be in -- in this service by 2023.

9 The OMSF would be used to store, maintain, and
10 dispatch light rail vehicles for the daily service by
11 providing vehicle storage, light maintenance, cleaning,
12 staff administration facilities.

13 Four alternative sites have been proposed and have
14 been evaluated in this project -- they are all evaluated in
15 the Draft EIS -- one in Lynnwood and three in Bellevue,
16 Washington.

17 So we'll be taking public testimony tonight.
18 We'll now take testimony from members of the audience in the
19 order in which you have signed up to speak to us.

20 If you're planning to speak and have not signed
21 up, please do so in the back of the room. And I think
22 someone can raise their hand where the sign-up sheet is in
23 case you're looking for it.

24 As a reminder, each person will have three minutes
25 to speak. And please stay within the time allocated so that

1 we can have everyone speak to us that wishes to speak. And
2 you may also submit written comments, as we've explained
3 will -- written comments are welcome until the 23rd of June.

4 We'll now call upon members of the public to
5 provide comments.

6 MODERATOR: So the first three names are William
7 Lider, he'd be first; Sharon Steele is next and then Loren
8 Simmonds.

9 So Mr. Lider, don't forget to give us your last
10 name, spell it.

11 MR. LIDER: William Lider, 2526-205th Place
12 Southwest, Lynnwood, Washington.

13 Why are we even here tonight? Sound Transit's put
14 forward a Draft EIS that is fatally flawed. Sound Transit
15 cannot condemn the Edmonds School District's Cedar Valley
16 property and its property at its proposed north end
17 maintenance facility is worthless without the school
18 district's consent, and the school district is an unwilling
19 seller.

20 The project is dead on arrival. Even if the
21 school board voted to sell their Cedar Valley site to Sound
22 Transit, there would likely be a recall effort launched to
23 remove the members of the school board who voted for the
24 sale.

25 There is extreme prejudice in the local community

PH2-1

PH2-2

1 for a rail maintenance facility next to a residential
2 property due to noise, light, and other environmental
3 concerns.

4 I'm quite supportive of light rail transportation
5 and Sound Transit's extension to the north end. But quite
6 frankly, somebody at Sound Transit needs to have their head
7 examined for proceeding with this fatally flawed EIS.

8 At this point in time, Sound Transit has no viable
9 option for a maintenance facility in Lynnwood, and you are
10 simply wasting our time and taxpayers' money pursuing this
11 fatally flawed project.

12 As a professional civil engineer, I've helped
13 design major portions of the Link light rail down Martin
14 Luther King Way and the city of Tukwila. I know the
15 problems unique to light rail.

16 Originally, light rail was only funded as far as
17 south -- as the Southcenter Boulevard station over a mile
18 north of SeaTac Airport. Sound Transit did the right thing
19 there and went back to the voters and got additional funding
20 approved to extend the light rail all the way to the
21 airport, major hub and logical endpoint destination.

22 As an alternative to the currently flawed project,
23 I urge Sound Transit to evaluate the property that I've
24 shown up there on my board that's bounded by I-5 to the east
25 and south and Alderwood Mall Parkway to the west and SR525

PH2-2
cont'd

PH2-3

1 to the north. That drawing is to scale and shows the
2 current layout of the maintenance facility from your own
3 drawings. With only a few minor design tweaks, this site
4 would meet Sound Transit's needs for a maintenance facility.

5 Much of the property east of the Alderwood Mall
6 Parkway between the Watermark Credit Union and Target store
7 is currently underdeveloped and under private ownership
8 subject to condemnation and street vacation. There is no
9 residential properties nearby, so noise is not an issue.
10 The site is flat and totally covered with impervious
11 surface, so environmental impacts and grading costs are
12 minimal.

13 The Alderwood Mall would be an ideal destination
14 point and a logical temporary rail terminus. The station
15 construction could be combined with the maintenance
16 facility.

17 MR. ROBERTS: Excuse me, Mr. Lider. Could you --
18 I was just going to let you wrap up.

19 MR. LIDER: Okay. I got two more paragraphs.
20 I'll be -- I'll be done here quickly. I think there's only
21 about three other people that signed up.

22 MR. ROBERTS: Well, that -- okay. Go ahead.

23 MR. LIDER: It appears that much of the property
24 is about to be redeveloped there, so Sound Transit needs to
25 act promptly if it wants to secure the development rights

1 there.

2 So in conclusion, I urge Sound Transit to
3 immediately withdraw its fatally flawed DEIS from the Cedar
4 Valley maintenance facility and go back and obtain
5 additional funding and a evaluate potential Operation and
6 Maintenance Facility station at the Alderwood Mall.

7 Thank you.

8 MR. ROBERTS: Thank you.

9 MODERATOR: Next we have Sharon Steele.

10 MS. STEELE: My name is Sharon Steele,
11 S-T-E-E-L-E. I work on the site in question at 20311-52nd
12 Avenue West. And I really appreciate progress and the light
13 rail coming to Lynnwood, but I'm violently opposed to a
14 Lynnwood site for the operations and maintenance yard for a
15 couple of reasons. And I'll probably make up -- or I'll be
16 shorter than Mr. Lider.

PH2-4

17 No. 1, there's a very long-established
18 neighborhood there on this site which would be disrupted.

PH2-5

19 Second reason, there's a public building on the
20 site with six agencies, and we've already witnessed
21 disruption caused by just moving one of those agencies, and
22 it's been substantial.

PH2-6

23 And there's a long-established wetland in the area
24 which would be environmentally impacted.

PH2-7

25 And not to mention, the Edmonds School District

PH2-8

1 issue which Mr. Lider brought up very vocally.

2 And finally, a viable site already exists. In
3 fact, three of them already exist on the east side in an
4 industrial area which would not have the same kind of
5 environmental impact as the Lynnwood site.

6 I think rail lines will be progress, but they will
7 be enough of a disruption. So I would like to enter my
8 comments for opposing this site.

9 MODERATOR: Thank you.

10 Next we have Loren Simmonds, and after that
11 Stewart Mhyre.

12 MR. SIMMONDS: Good evening. My name is Loren
13 Simmonds, and I am the city council president representing
14 the City of Lynnwood this evening. On behalf of the City of
15 Lynnwood, I would like to thank you for the opportunity to
16 provide comments.

17 The proposed OMSF plays a critical role in the
18 region's growing transportation network, and the siting of
19 this facility is not an easy decision. The City of Lynnwood
20 has been engaged throughout the environmental review process
21 and will continue to do so. We've gone on record, at least
22 several times, opposing the OMSF alternative within or
23 community.

24 The information that has come forth in the
25 environmental review also documents the negative impacts on

1 the long-term operations of the entire Sound Transit system.

2 The following is a summary of the City's concerns:

3 One, the proposed Lynnwood site is located
4 directly across the street from an existing neighborhood
5 containing hundreds of affordable homes. Existing
6 lower-income residents in Lynnwood will suffer the impacts
7 of OMSF. And alternative sites are available that do not
8 have the adjacent residential development.

PH2-10

9 Two, the proposed OMSF would displace the existing
10 Washington State Department of Social and Health Services
11 from a location that is highly utilized within the immediate
12 vicinity and region. Relocation of this facility would
13 impact those most vulnerable.

PH2-11

14 Three, those proposed uses would impact the
15 adjacent wetland and habitat relating to Scriber Creek as
16 well as Scriber Creek Park. The Scriber Creek drainage
17 basin currently experiences flooding, and it would be made
18 worse in a storage capacity if this development is allowed
19 to go forward.

PH2-12

20 Four, the Lynnwood site creates multiple operation
21 deficiencies as stated in the DEIS. These impacts include:
22 A, reduced evening headways; B, vehicle rotation
23 inefficiency; C, tunnel restrictions; D, service disruption;
24 and, E, higher acquisition billing and operational cost for
25 an alternative with many operational disadvantages.

PH2-13

1 The Lynnwood Council, as you may already know, has
2 passed Resolution 2012-17 requesting that Sound Transit
3 remove this alternative for consideration.

PH2-14

4 My good people, that concludes my comments. Thank
5 you.

6 MR. ROBERTS: Thank you.

7 MODERATOR: Next we have Stewart Mhyre. And after
8 Stewart, we have Lisa Lotz.

9 MR. MHYRE: Hi. I'm Stewart Mhyre. Mhyre is
10 M-H-Y-R-E. I'm the executive director for business
11 operations for the Edmonds School District, 20420-68th
12 Avenue West here in Lynnwood.

13 We believe light rail coming to the community will
14 bring great expansion, great opportunities. However, the
15 OMSF has some issues.

16 And as I have stated in previous public testimony
17 representing the school district, we have plans for our
18 site. Those plans have been in place since 2006. With the
19 passage of the bond issue in February that was overwhelming
20 approved and supported by our community, we now have funding
21 to move forward with our plans to move our transportation
22 and maintenance facility from its current location on
23 Alderwood Parkway to the site on 52nd Avenue. We've begun
24 to engage the City of Lynnwood, architects, and we will be
25 moving forward with our facility.

PH2-15

1 As the DEIS points out, the Lynnwood site is the
2 most expensive to acquire, most expensive to run. We
3 believe that the alternatives in Bellevue will be the much
4 more -- a better place for the OMSF.

5 Thank you.

6 MR. ROBERTS: Thank you.

7 MODERATOR: Next we have Lisa Lotz. Then after
8 Lisa, we have Mike McClure.

9 MS. LOTZ: I'm Lisa Lots, L-O-T-Z. I live on
10 200 -- or 54th and 206th. So as the representative from
11 Edmonds School District mentioned that there has been plans
12 for many years to house the transportation center there.
13 And I see it, we've just be trading one transportation
14 center for another transportation center. So I look at the
15 environmental impact of both of these.

16 So we have diesel buses driving on the streets
17 versus electric trains. So I feel that there is a lesser
18 environmental impact to have the electric trains than to
19 have diesel buses.

20 Thanks.

21 MODERATOR: Great.

22 Next we have Mike McClure.

23 If anyone else would like to sign up, that now
24 would be a great time to have you sign up in the back of the
25 room. Thanks.

PH2-16

1 MR. MCCLURE: Hello. My name is Mike McClure.

2 I'm a partner at MJR Development.

3 And we're the owner of the three-story, previously
4 mentioned building of 72,000 square feet on the site. It's
5 located at the 20311-52nd Avenue in Lynnwood. And we also
6 own two of the adjacent properties, which we have plans,
7 which are also funded and ready to go, for 50,000 square
8 feet next door. We also developed the project right next
9 door too that houses Mayes Testing Engineers as well as the
10 RICE Group.

11 A few statistics on the building, the 72,000
12 square foot building. It currently houses multiple state
13 agencies, including the Department of Social and Health
14 Services as well as the Department of Children and Family
15 Services, and has since we built it many years ago.

16 About 250 people work there, one of which spoke
17 tonight. And they service thousands of people from north
18 King County and south Snohomish County and have for many
19 years. These people often live and shop in the area. And
20 the community would be severely affected as well as the
21 thousands of people that come to this building every day for
22 social services.

23 The tenants in the surrounding area will also be
24 affected. To one side of us is a residential neighborhood
25 that was previously mentioned. To another side of us is the

PH2-17

PH2-18

1 Edmonds School District property, which we coincidentally
2 sold to them.

PH2-18
cont'd

3 And there are -- we have personal experience with
4 the wetlands on the property. Ironically, we spent a whole
5 lot of time and money protecting the wetlands and adhering
6 to the codes during the permit process. I have lots of
7 information on that, if you would like.

PH2-19

8 But the environment would be significantly
9 affected as many of the studies have shown, as we had to
10 deal with in our development. The water, air, the soil,
11 noise, the ecosystems, they all exist on this site. Parks
12 and wetlands would also be affected.

PH2-20

13 So also surrounding us is the Edmonds School
14 District property that I mentioned as well as two other
15 businesses that would be displaced, Mayes Testing Engineers
16 and the RICE Group, which is a project we also developed a
17 few years ago. These are businesses that are vested in the
18 Lynnwood community, and would be -- actually own their own
19 buildings, and would be displaced as a result of this
20 project.

PH2-21

21 So, in effect, you're affecting, with this
22 location, hundreds of employees, thousands of people that
23 come here every day for family services and social services,
24 as well as hundreds of people that shop and live in the area
25 every day.

1 Thank you for the opportunity to comment.

2 MR. ROBERTS: Thank you.

3 MODERATOR: Thank you.

4 Is there anyone else that would like to step
5 forward? Anyone else that has comments?

6 MR. ROBERTS: If I may, Jeanne?

7 I would say that if anyone wishes to provide
8 further comments, I think we said we're prepared to do that
9 and have a court reporter to do that.

10 But I would like to say to all of you for being --
11 thank you for being here tonight. And I would like to say
12 how much -- on behalf of Sound Transit, how much we
13 appreciate the relationship that we've had with the City of
14 Lynnwood in building this project, the City staff and the
15 City administration, and -- and the ongoing dialogue we've
16 had with your council. And your council president was here
17 tonight. He has -- he has certainly communicated with us at
18 Sound Transit.

19 As I say, we're in listening mode and will be
20 until the end of this month. But our job is to take the
21 communication that we get from your community, from all of
22 you, and then bring that forward as the record. And Sound
23 Transit Board will be making this decision sometime this --
24 later this year. Whether it's July or August, or exactly
25 the date, that hasn't been determined yet. And that will be

1 determined, in part, by the comments we receive and the
2 information we receive through this environmental review
3 process and the hearings that we have scheduled, both here
4 and in Bellevue.

5 So I -- I don't want to stop anyone from telling
6 us anything that you want to tell us, but I also want to
7 invite you to either provide that information tonight or
8 provide it on the record by the 23rd of June, which is the
9 comment deadline.

10 MODERATOR: Thank you. And we'll be here waiting
11 for additional comment. Otherwise, thank you.

12 MR. ROBERTS: Thank you.

13 MS. GUHL: Paula Guhl. And my comment as of --
14 after reading the -- everything, I would have to agree with
15 what most everyone else has said regarding the Lynnwood
16 site. I don't think it's a good site, all of the homes
17 nearby and with the wetlands and with the school district's
18 property.

19 And I just want to make sure that this record
20 shows that there are a lot of people here in Lynnwood who
21 have looked at the Lynnwood site and also gone to the
22 Bellevue site and believe the Bellevue site is much better.

23 MR. ROBERTS: If I may just have your attention
24 for just one second. Could I get your attention for just
25 one second.

PH2-22

PH2-23

1 One of the documents that we had here tonight for
2 written comments indicates that the comment deadline is
3 July 23. I think most of you heard me say, multiple times,
4 it's June 23. The July 23 on this sheet is a typo, so it
5 doesn't change the -- I don't want anyone to be misinformed.
6 June 23 is the comment deadline. So this -- notwithstanding
7 this typo, June 23 is the comment deadline for comments --
8 written -- submittal of written comments on the
9 environmental review.

10 (Proceedings concluded at 7:30 P.M.)

11 -o0o-

C E R T I F I C A T E

I, the undersigned officer of the Court and Washington Certified Court Reporter, hereby certify that the foregoing proceeding was taken stenographically before me and transcribed under my direction;

That the transcript of the proceeding is a full, true and correct transcript of the testimony, including questions and answers made and taken at the time of the foregoing proceeding;

That I am neither attorney for nor a relative or employee of any of the parties to the action; further, that I am not a relative or employee of any attorney or counsel employed by the parties hereto, nor financially interested in its outcome.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this day of , 2014.

Kristin M. Vickery
Certified Court Reporter, 3125

Responses to Letter PH2, Lynnwood Public Hearing Transcript

Response to Comment PH2-1

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH2-2

Please see response to Comment L2-67.

Response to Comment PH2-3

Please see responses to Comment Letter I72.

Response to Comment PH2-4

Opposition to the Lynnwood Alternative has been noted.

Response to Comment PH2-5

Concerns regarding neighborhood disruption under the Lynnwood Alternative have been noted. Impacts on neighborhoods and residents are addressed in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, of the Final EIS. Please also see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS for impacts on residents in the vicinity of Lynnwood Alternative.

Response to Comment PH2-6

Please see the response to Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which responds to the comment regarding impacts on the Department of Social and Health Services building.

Response to Comment PH2-7

Impacts on wetlands from the Lynnwood Alternative are presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), of the Final EIS. Please see response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH2-8

Comment has been noted. Please see response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which responds to the comment regarding Edmonds School District.

Response to Comment PH2-9

Opposition to the Lynnwood Alternative has been noted.

Response to Comment PH2-10

Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS for impacts on residents in the vicinity of Lynnwood Alternative.

Response to Comment PH2-11

Please see Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which responds to the comment regarding impacts on the DSHS building.

Response to Comment PH2-12

Analysis of impacts on Scriber Creek and Scriber Creek wetlands is presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), of the Final EIS. Impacts on Scriber Creek Park are presented in Chapter 3, Section 3.18, *Parklands and Open Space* (Section 3.18.4.6) of the Final EIS. Appendix E, *Ecosystems Technical Report*, acknowledges the potential for loss of flood storage capacity functions due to fill placement in Scriber Creek wetland. Please also see response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH2-13

Chapter 4, *Alternatives Analysis*, of the Final EIS describes the operational advantages and disadvantages of the Lynnwood Alternative compared with other alternatives.

Response to Comment PH2-14

The City of Lynnwood's opposition to siting the OMSF at the Lynnwood Alternative site has been noted.

Response to Comment PH2-15

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH2-16

Comment in support of having an OMSF with electric trains versus Edmond's School District facility with diesel buses is noted.

Response to Comment PH2-17

Please see the response to Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH2-18

Please see responses to Common Comments 9 and 29 in Chapter 5 of the Final EIS, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH2-19

Impacts on wetlands resulting from the Lynnwood Alternative are presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), of the Final EIS. Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH2-20

Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), of the Final EIS presents an analysis of impacts on Scriber Creek and Scriber Creek wetlands. Impacts on Lynnwood parks are presented in Chapter 3, Section 3.18, *Parklands and Open Space* (Section 3.18.4.6).

Response to Comment PH2-21

Opposition to the Lynnwood Alternative due to the displacement of businesses has been noted. Please see response to Comment B13-1.

Response to Comment PH2-22

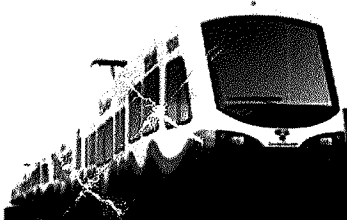
Opposition to the Lynnwood Alternative due to its proximity to homes, impacts on wetlands, and potential conflicts with the Edmonds School District's property plans has been noted. Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS for impacts on residents in the vicinity of the Lynnwood Alternative.

Regarding the Edmonds School District plans, please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Please also see the response to Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding wetland impacts at Scriber Creek.

Response to Comment PH2-23

Support of the three build alternatives located in Bellevue over the Lynnwood Alternative has been noted.

Letter PH3, Bellevue Public Hearing Comment Forms



OMSF Draft Environmental Impact Statement Public Hearing

Operations and Maintenance Satellite Facility Comment Form

Letter PH3

Open House Review and Comment 5 p.m. – 7:30 p.m., hearing begins at 5:30 p.m.	
LYNNWOOD PUBLIC HEARING Tuesday, June 3, 2014 Lynnwood Convention Center 3711 196th Street SW, Lynnwood	BELLEVUE PUBLIC HEARING Thursday, June 5, 2014 Coast Hotel Bellevue 625 116th Ave NE, Bellevue

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Please share your comments below.

Use the 5TH ALTERNATIVE UNTIL A
LONG TERM GROWTH SOLUTION IS
PROPOSED.

See ATTACHED.

PH3-1

Submit Comments by Email or Mail

To ensure your feedback is considered, **all comments not submitted tonight must be submitted by mail or email by July 23, 2014**, and include your name with return mailing address.

Comment by email: omsf@soundtransit.org

Mail: Attention OMSF DEIS Comments

Sound Transit (Central Puget Sound Regional Transit Authority)

Union Station, 401 S. Jackson Street

Seattle, WA 98104-2826

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Name: _____

Address: _____

City, State, Zip: _____

Email Address: _____

Contact us: For more information, or to request a briefing for your organization, contact Community Outreach staff at Jenna.franklin@soundtransit.org or 206-903-7752.

How are we doing?

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	Completely disagree	Mostly disagree	Indifferent	Mostly agree	Completely agree
It's easy to contact ST staff when I have a question or an issue					
Sound Transit responds to my questions and concerns					
Sound Transit invites involvement on decisions about the project (Circle the answer that is most appropriate)	ST keeps me informed about what's going on	ST asks for my input and considers it when making decisions	ST acts on the input I provide	ST works with me to come up with a solution to issues	ST directly involves me in making decisions about the project



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Please share your comments below.

OWNER PROPERTY ADDRESS: 13217 - 13265 NE 20th ST
OR BELLEVUE PROPERTIES, LLC - 4.2 Acre parcel, 63,000 sq
RETAIL BUILDINGS.

OUR CONCERN IS WITH THE LOCATION OF ALT #4 (520).
WE ARE CONCERNED THAT INDUSTRIAL USE IN THIS LOCATION
WOULD DECREASE PROPERTY VALUE AND SYNERGY. PH3-2

#2 - GOFF CREEK IMPACTS BY PROXIMITY TO INDUSTRIAL PH3-3

#3 - REDUCED RETAIL TRAFFIC / DESTINATION STOPPING
BY REDUCING RETAIL LAND. PH3-4

ERIC HANSEN
206 604 7941
eric@hansencre.com

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Please share your comments below.

The number 2 & 3 selection makes sense.
#4 displaces long established businesses and
will disturb sensitive creek sites.

If the Lynnwood schools will allow the sale of
their land that also makes much more sense
than the #4 selection.

Thanks

PH3-5

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Please share your comments below.

WITH THE LONG RANGE PLANNING CURRENTLY
IN PROGRESS BY SOUND TRANSIT AN OMSF
IN BELLEVUE IS A BETTER FIT FOR THE
OVERALL SYSTEM THAN LYNNWOOD!!

PH3-6

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Responses to Letter PH3, Bellevue Public Hearing Comment Forms

Response to Comment PH3-1

Support for the 5th Alternative has been noted; however, it is unclear from the comment to what the 5th Alternative is referring.

Response to Comment PH3-2

Opposition to SR 520 Alternative due to impacts on property values has been noted. Please see the responses to Comment O10-9, above, and Common Comment 10 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH3-3

Analysis of the impacts on Goff Creek is presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.5), of the Final EIS. Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH3-4

Opposition to the SR 520 Alternative due to the displacement of local businesses has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. As described in Chapter 3, Section 3.3, *Land Use*, of the Final EIS, new retail establishments would be developed near the SR 520 Alternative site as properties redevelop in the Bel-Red Subarea.

Response to Comment PH3-5

Support for the Preferred Alternative, BNSF Modified Alternative, and Lynnwood Alternative (if the sale of the Edmonds School District property occurs) over the SR 520 Alternative has been noted.

Response to Comment PH3-6

Support for the build alternatives located in Bellevue has been noted.

Letter PH4, Lynnwood Public Hearing Comment Form



OMSF Draft Environmental Impact Statement Public Hearing

Operations and Maintenance Satellite Facility Comment Form

Letter PH4

Open House Review and Comment 5 p.m. – 7:30 p.m., hearing begins at 5:30 p.m.

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Please share your comments below.

My name is Christopher Ray and I am a resident of 13112 NE 31st Place in the Bridle Trails neighborhood of Bellevue. I am greatly concerned by the potential impact of the SR520 alternative location for the OMSF. This location would displace a vibrant and well-maintained retail shopping center, which is also the gateway ~~to~~ to the Bridle Trails neighborhood, and replace it with a rail yard and maintenance facility that I greatly fear will negatively impact both the property values and the quality of life of local residents in the area. In my view, the light rail should be constructed underground, and any maintenance facility should be located in ~~an~~ an industrial zone. That is emphatically not the case of the 520 alternative. Having just purchased my first home, I fear that, if this location goes forward, I and my neighbors will bear the cost. Please consider the local conditions when making this decision, and the impact on those conditions, and on the local residents. ~~Thank you.~~ While I would prefer the facility ~~not~~ to be located on the East side, it seems to me that, between the BNSF and 520 locations, the BNSF location would generate far less of a negative impact.

PH4-1

PH4-2

PH4-3

PH4-4

Submit Comments by Email or Mail

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Comment by email: omsf@soundtransit.org

Mail: Attention OMSF DEIS Comments

Sound Transit (Central Puget Sound Regional Transit Authority)

Union Station, 401 S. Jackson Street

Seattle, WA 98104-2826

If you would like to receive project updates, please provide the following:

Name: Christopher Ray

Address: 13112 NE 31st Place

City, State, Zip: Bellvue, WA 98005

Email Address: cjr452002@yahoo.com

Contact us: For more information, or to request a briefing for your organization, contact Community Outreach staff at Jenna.franklin@soundtransit.org or 206-903-7752.

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Please share your comments below.

I am against having the OMSF located in Lynnwood, at the current proposed site. The site is already ~~at~~ in the process of being the Edmunds School Dist. administration center and bus barns. The district has already invested a lot of money in the property and also the people have already voted to have it there. Also I think the OMSF should be located in one place, not two as I understand it, if it is located in Lynnwood there will still need to be another OMSF in Bellevue. I realize probably no one wants this in "their" neighborhood, but it needs to be in a more industrial area.

I am very glad that Sound Transit is coming to Lynnwood and I can not wait to use it!

PH4-5

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Comment by email: omsf@soundtransit.org

Mail: Attention OMSF DEIS Comments

Sound Transit (Central Puget Sound Regional Transit Authority)

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Seattle, WA 98104-2826

If you would like to receive project updates, please provide the following: *I think I am already on the list*

Name: Sandy Phillips

Address: 4116 189th Pl SW

City, State, Zip: Lynnwood WA 98036

Email Address: mumsee8@hotmail.com

Contact us: For more information, or to request a briefing for your organization, contact Community Outreach staff at Jenna.franklin@soundtransit.org or 206-903-7752.

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	Completely disagree	Mostly disagree	Indifferent	Mostly agree	Completely agree
It's easy to contact ST staff when I have a question or an issue					✓
Sound Transit responds to my questions and concerns					✓
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And I appreciate having people by the displays that I can talk to, to understand and have my questions answered - thank you!

I think all of the answers are true. I have been very happy about all the info and communication from ST. I appreciate being able to come to these open houses and looking at the displays.



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Please share your comments below.

1. Please reconsider Potential Alternative #E5
This will add some service to Redmond before ST3. The extra 4 mi of track is a good idea. Please note that the last transit issue to face voters lost. Voter approval of ST3 is not looking good. PH4-6
2. BNSF Alternative is a good choice (if not in Redmond). Of the 4 alternatives in the DEIS this one is the best. Least environmental impact and the best deal for the taxpayer. PH4-7
3. BNSF Modified Alternative OK. 2nd best of the 4 alternatives. PH4-8
4. SR520 Alternative & Lynnwood Alternative are really bad ideas.
SR520 → Many of the displaced businesses here are automotive related. The environmental cleanup of spilled gas & oil will be expensive. PH4-9
Lynnwood → Why is Sound Transit picking a fight with the Edmonds School District?

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Mail: Attention OMSF DEIS Comments

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Union Station, 401 S. Jackson Street

Seattle, WA 98104-2826

If you would like to receive project updates, please provide the following:

Name: Mark Byrski

Address: 16620 SE 15TH

City, State, Zip: Bellevue WA 98008

Email Address: _____

Contact us: For more information, or to request a briefing for your organization, contact Community Outreach staff at Jenna.franklin@soundtransit.org or 206-903-7752.

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I say no to the Lynnwood OMSF site. This site is directly across from a residential neighborhood that has been established. This neighborhood is moderate to low income with a great variety of diversity. The site has wetlands that will be greatly impacted. The overall cost will be greater at the Lynnwood site than the Bellevue sites. The Lynnwood site is partial owned by the Edmonds School District that already has plans to build their own operations + maintenance bus facility and Administration facility.

PH4-10

No !!!

To the Lynnwood OMSF.

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Please share your comments below.

I'm conflicted. Would love to see the jobs in Sno Co but, I think this Lynnwood site has too many environmental issues and is too expensive operationally. The Bellevue sites are better.

PH4-11

That said, I'm no fan of the school district putting diesel buses on the site so if you can convince them not to—haha ha! :)

Thanks for all your hard work on this awesome and important project!

Submit Comments by Email or Mail

To ensure your feedback is considered, **all comments not submitted tonight must be submitted by mail or email by July 23, 2014**, and include your name with return mailing address.

Comment by email: omsf@soundtransit.org

Mail: Attention OMSF DEIS Comments

Sound Transit (Central Puget Sound Regional Transit Authority)

Union Station, 401 S. Jackson Street

Seattle, WA 98104-2826

If you would like to receive project updates, please provide the following:

Name: _____

Address: _____

City, State, Zip: _____

Email Address: _____

Contact us: For more information, or to request a briefing for your organization, contact Community Outreach staff at *Jenna.franklin@soundtransit.org* or 206-903-7752.

How are we doing?

We're always looking for ways to improve how we keep you informed and how we can best get your feedback. Please take a moment to fill out this survey:

	Completely disagree	Mostly disagree	Indifferent	Mostly agree	Completely agree
It's easy to contact ST staff when I have a question or an issue					
Sound Transit responds to my questions and concerns					
Sound Transit invites involvement on decisions about the project (Circle the answer that is most appropriate)	ST keeps me informed about what's going on	ST asks for my input and considers it when making decisions	ST acts on the input I provide	ST works with me to come up with a solution to issues	ST directly involves me in making decisions about the project



OMSF Draft Environmental Impact Statement Public Hearing

Operations and Maintenance Satellite Facility Comment Form

Open House Review and Comment 5 p.m. – 7:30 p.m., hearing begins at 5:30 p.m.	
LYNNWOOD PUBLIC HEARING Tuesday, June 3, 2014 Lynnwood Convention Center 3711 196th Street SW, Lynnwood	BELLEVUE PUBLIC HEARING Thursday, June 5, 2014 Coast Hotel Bellevue 625 116th Ave NE, Bellevue

Thank you for attending tonight's open house and public hearing. Sound Transit is dramatically expanding the region's Link light rail system and a facility to store and maintain the new light rail vehicles must be built by 2020. Sound Transit and the Federal Transit Administration have published the DEIS for the Link light rail Operations and Maintenance Satellite Facility (OMSF). **The review and comment period for the OMSF Draft EIS is between May 9 and July 23, 2014.**

The full analysis of impacts is available in the Draft Environmental Impact Statement document available here tonight and online: www.soundtransit.org/OMSF

Please share your comments below.

As a Bellevue resident & registered voter, I support the BNSF Alternative.

The BNSF Modified Alternative is a poor second choice.

The other alternatives are bad ideas. They have too many adverse environmental impacts and too expensive to build and operate.

PH4-12

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Please share your comments below.

- | | |
|---|---------------|
| <p><i>I do not think that Alternative 1 is the best location for the OMSF. However</i></p> | <p>PH4-13</p> |
| <p><i>1. It uses 2 separate locations, requiring staffing for both locations, making it less cost effective than other options</i></p> | <p>PH4-14</p> |
| <p><i>2. It would be harmful to nearby wetlands.</i></p> | <p>PH4-15</p> |
| <p><i>3. It would take property from the Edmonds School district and force them to find another location.</i></p> | <p>PH4-16</p> |
| <p><i>4. My husband husband and I just recently bought a house across the street from the proposed location. I worry that the OMSF would lower our property values and quality of life.</i></p> | <p>PH4-17</p> |
| <p><i>5. Why put this facility in a residential neighborhood when other alternatives exist?</i></p> | <p>PH4-18</p> |

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Comment by email: omsf@soundtransit.org

Mail: Attention OMSF DEIS Comments

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Union Station, 401 S. Jackson Street

Seattle, WA 98104-2826

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Address: _____

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Email Address: _____

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	Completely disagree	Mostly disagree	Indifferent	Mostly agree	Completely agree
It's easy to contact ST staff when I have a question or an issue				X	
Sound Transit responds to my questions and concerns			X		
Sound Transit invites involvement on decisions about the project (Circle the answer that is most appropriate)	ST keeps me informed about what's going on	ST asks for my input and considers it when making decisions	ST acts on the input I provide	ST works with me to come up with a solution to issues	ST directly involves me in making decisions about the project



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The full analysis of impacts is available in the Draft Environmental Impact Statement document available here tonight and online: www.soundtransit.org/OMSF

Please share your comments below.

As long as each alternative meets the need of Sound Transit - the primary decision criteria should be estimated cost. Be conservative with our public funds.

PH4-19

Submit Comments by Email or Mail

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Mail: Attention OMSF DEIS Comments

Sound Transit (Central Puget Sound Regional Transit Authority)

Union Station, 401 S. Jackson Street

Seattle, WA 98104-2826

If you would like to receive project updates, please provide the following:

Name: Dave Perrin

Address: _____

City, State, Zip: _____

Email Address: dave@citicwa.org

Contact us: For more information, or to request a briefing for your organization, contact Community Outreach staff at Jenna.franklin@soundtransit.org or 206-903-7752.

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Operations and Maintenance Satellite Facility Comment Form

William H. Lindsey
20823-59th Place West
Lynnwood WA 98036-7502

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Union Station, 401 S. Jackson Street

Seattle, WA 98104-2826

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Responses to Letter PH4, Lynnwood Public Hearing Comment Form

Response to Comment PH4-1

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH4-2

Please see the responses to Common Comments 8 and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH4-3

Chapter 2, *Alternatives Considered* (Section 2.3.1 and Table 2-2), of the Final EIS describes suggested alternatives, including an underground OMSF, and explains why this suggestion was not advanced. Please see the response to Common Comment 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH4-4

Support for the Preferred Alternative over the SR 520 Alternative due to fewer negative impacts has been noted.

Response to Comment PH4-5

Opposition to the Lynnwood Alternative has been noted. Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH4-6

Please see the response to Common Comment 4 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH4-7

Support for the Preferred Alternative, if a Redmond Alternative is not being considered, over the other build alternatives has been noted.

Response to Comment PH4-8

Support for the BNSF Modified Alternative as a second option to the Preferred Alternative has been noted.

Response to Comment PH4-9

Opposition to the SR 520 Alternative and the Lynnwood Alternative has been noted. Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Chapter 3, Section 3.13, *Hazardous Materials*, identifies sites with known contamination within the study area.

One known medium-risk site and two known low-risk sites were identified within a 1/8-mile radius of the SR 520 Alternative site. Sound Transit would perform a level of environmental due diligence appropriate to the size and presumed past use of the property, as well as any property in the study area before acquisition.

Response to Comment PH4-10

Please see the responses to Common Comments 9, 27, and 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH4-11

Support for the three build alternatives in Bellevue over the Lynnwood Alternative has been noted.

Response to Comment PH4-12

Support for the Preferred Alternative over the other build alternatives due to fewer environmental impacts and costs has been noted.

Response to Comment PH4-13

Opposition to the Lynnwood Alternative has been noted.

Response to Comment PH4-14

Opposition to the Lynnwood Alternative due to higher costs than the other build alternatives has been noted.

Response to Comment PH4-15

Comment noted. Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH4-16

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH4-17

Please see the response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH4-18

Opposition to the Lynnwood Alternative due to the site's proximity to a residential neighborhood as compared to the other build alternatives has been noted.

Response to Comment PH4-19

Comment noted. Chapter 1, *Purpose and Need for the Project*, of the Final EIS explains that implementation of the proposed project would minimize system annual operating costs and support efficient and reliable light rail service.

Response to Comment PH4-20

Opposition to the Lynnwood Alternative has been noted.

Response to Comment PH4-21

Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH4-22

Comment noted. Please see response to Comment I21-3.

Response to Comment PH4-23

Opposition to the Lynnwood Alternative due to the need for the proposed storage tracks at a separate location in Bellevue has been noted.

Response to Comment PH4-24

Opposition to the Lynnwood Alternative due to highest annual cost as compared to the other alternatives has been noted.

Response to Comment PH4-25

Fourteen parcels would be acquired for the Lynnwood Alternative, which would displace 14 uses. Sound Transit would provide relocation assistance to displaced businesses, as described in Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocations*, of this Final EIS. Therefore, it is likely that many of the displaced jobs would be relocated and not lost. However, the potential remains for some displaced businesses and jobs with specialized spatial needs to be required to relocate outside the city of Lynnwood. As described in Section 3.2, Sound Transit would compensate affected property owners according to the provisions specified in Sound Transit's adopted Real Estate Property Acquisition and Relocation Policy, Procedures, and Guidelines (Resolution #R98-20-1). Sound Transit would comply with provisions of the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24, as amended) and the State of Washington's relocation and property acquisition regulations (WAC 468-100 and RCW 8.26). Benefits would vary, depending on the level of impact, available relocation options, and other factors.

Response to Comment PH4-26

Comment has been noted. Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment PH4-27

Opposition to the Lynnwood Alternative and support of the three build alternatives in Bellevue has been noted. Please see the response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Also, please note that the Lynnwood Alternative would not be a temporary site.

Response to Comment PH4-28

Support for the Preferred Alternative over the other build alternatives has been noted.

SR 520 Postcard Comments

Letters PC-1 through PC-56

Comments received from individuals on a ***No Rail Yard SR 520 post card*** regarding the OMSF project are contained within this PDF.

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-1

NO!

Mike Bell Mike Bell 6/5/14
13433 NE 20th St. Ste C Bellevue WA 98005

email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-4

Please reconsider a different location
for the rail yard site. This business
deal will greatly damage local
businesses in the Plaza 520!

Shari Sniffitt Shari Sniffitt 6/5/14
13010 NE 20th St
sniffitt@mosaicrehab.com

email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-2

NO

13427 NE 20th St. Suite #100
Bellevue, WA 98005
Joni Amsted Joni Amsted 6/3/14
jessieamsted@gmail.com

email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-5

NO

Charles Hain Charles Hain 6/3/14
13426 NE 36th
chushall@msn.com

email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-3

Please choose one of your alternative
sites and save the 520 Plaza. Our
clinic provides critical services to
children with special needs and
their families.

Irene Kotlik Irene Kotlik 6/14/14
13010 NE 20th St. Suite 300 Bellevue, WA 98005
ikotlik@mosaicrehab.com 425-644-6328

email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-6

NO!

Michele Partin Michele Partin 6/3/14
13433 NE 20th St. Bellevue WA 98005
Suite C

email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-7

The businesses in this area provide
a much needed food, gas, bank
etc to the community.

Katie Miller *[Signature]* 6/7/14
1555 132nd Ave NE
Bellaire WA 98005
k.miller@bellare.com
206-411-9264

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-8

NO!

amanda Brattok *[Signature]* 6/3/14
13427 NE 20th St Suite #100
Bellaire WA 98005
amanda.brattok@gmail.com
206-411-9264

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-9

I oppose the Rail yard 520. I could
lose my job due to this and as a
single parent I couldn't afford this.

Sheri Myers *[Signature]* 6/5/14
217 NE 17th Place Renton WA 98056
sherimaymyers.com
206-241-9264

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-10

I believe the upset of all of the business
will cause financial disadvantage to them
for too long a period of time. There are other
sites that don't impact as many business.

Lawrence E Duffield *[Signature]* 6/1/14
1233 Compagnie Ave NE, Kent, WA 98032
l.duffield@comcast.net
206-412-6643

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-11

lots of existing
concerns
NO! PP

George *[Signature]* 5/27/14
13430 NE 20th St Suite D
Bellaire WA 98005
george@bellare.com
206-411-9264

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-12

NO!

Teresa Sereno *[Signature]* 5/13/14
13433 NE 20th St Suite D
Bellaire WA 98005
teresa.serenos@yahoo.com
425-747-7785

NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-13

I/rose dont build a rail yard
glad here. Alt-mid 4 would
displace 2 1/2 of my 1 small
business

PABUS 1/6/14
name PABUS 1/6/14
address 1221 3rd St
email pabus@intv.com
phone 206 201 1304

NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-14

I have worked at MOSAIC for the past two
years and seen first hand the tremendous support
and services the children and families have
received. Having to relocate would be devastating
to many of our families and taking away
services from ~~some~~ children in need of help. Please
find some where else!!!

name Caitlin Sullivan
address 21649 NE 116th St Woodinville WA 98077
email caitlars@hotmail.com
phone 425 406 1391

NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-15

Please consider an alternative location
for the Rail Yard. We're just getting
settled in our clinic. It's perfectly situated
for the kids that we help, and changing
everything might set their therapy back months.

Elizabeth Schneider
name Elizabeth Schneider
address 736 N 79th St Basement Apt. Seattle, WA 98103
email eschneider85@yahoo.com
phone 206 622 8131

NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-16

As a pediatric OT and parent of a child
with special needs who receives services
at Mosaic, I am opposed to SR 520.
Mosaic provides crucial services to children with
severe needs. Change is very difficult for many
of the children served at Mosaic and our location
makes our services accessible to everyone.

Kristen Barron
name Kristen Barron
address 11836 102nd Pl NE, Kirkland, WA 98034
email kdpenthi@gmail.com
phone (206) 248-6822

NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-17

You can't let this happen, we need
Mosaic Children's clinic in this area.

Diane Keck-Katanz
name Diane Keck-Katanz
address 9448 51st Ave SW
email dianekeck@hotmail.com
phone 206 544 9112

NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-18

I don't feel either Bellevue location is appropriate
for a rail yard. The Northrup property off 520 (Plaza
520 to Aurora) is not cost effective it will displace needed
businesses. The property behind Barrier Audi is better
suited for residential.

Lina M. Duffield
name Lina M. Duffield
address 11239 Champagne Pl. Rd. NE Kirkland 98034
email L.Duffield@comcast.net
phone 206 779 5046

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-19

NO REASON TO DISMANTLE THE THRIVING BUSINESS COMMUNITY ON
NE 20TH ST WHEN THE BNSF LOCATION WOULD SUFFICE.
I STRONGLY DISAGREE WITH SITE 4 BEING CONSIDERED.

GREG MCGUINNESS
PO BOX 8318 KIRKLAND WA 98034
address listerian@comcast.net (800) 517-0272
email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-20

Do not take away the small businesses!

Amy Terziyski
13238 NE 20th St Bellevue
address brotore@yahoo.com 206 617 0727
email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-21

Pick Lynnwood as this
option is not viable for
the countless businesses
including those who benefit
from important autism therapy

Larry Snyder
17412 NE 31st Ct. Redmond WA 98057
address larrysnyder@aol.com
email phone 206-407-7620

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-22

NO!

ERIC JORGENSEN
13427 NE 20th St #102
address ERICKJORGENSEN@HOTMAIL.COM 425 206 406-2337
email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-23

This potential site is adversely going
to impact many businesses in the area.
Particular it would be devastating
for Mosaic children's therapy clinic
all those children & families in
need who are served there.

Mansi Dalal
address MDalal 6/4/14
email phone 323-336-1991

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-24

NO!

Terre Olson
1333 130 Ave NE Bellevue WA 98005 6/3/14
address terre@uniquarbglass.com 206 617 0571
email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-25

Why Relocate So Many Businesses When There
Is One Other Option With Better/Less
Impact.

Justin Cox 6/11/14
name 3444 140th Ave Bellevue WA 98005
address
email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-26

To Whom it may concern,
I strongly oppose the rail yard
coming to Bellevue. I work at Plaga/520
Business Park & will be greatly effected if this
passes.

Julie Jacobson 4/4/14
name 11841 NE 162nd Lane
address jul.jake@hotmail.com (206) 334-8521
email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-27

We need the Mosaic Children's
Clinic in this area

Kevin Katona B Kevin Katona 5-31-14
name 9848 51st Ave SW
address bkk1718@comcast.net 206-200-2758
email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-28

Too costly to move/relocate these
businesses. i.e. mosaic is critical to
the mental health of their patients and
if not open is not an option

Suzanne Hight 6/3/2014
name 7900 SE 28th Street #200
address (206) 236-6667
email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-29

This is the wrong location for this
facility

Col Scors 6-03-14
name
address
email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-30

The impacts to the affected businesses
is disturbing. Bellevue needs
Mosaic Children's Clinic at its current
location. Imminent domain doesn't cover
the true costs for business relocations

Jeannine Alexander Jeannine Alexander 5/31/14
name 12690 NE 10th Pl 104 Bellevue WA 98005
address ninivon@hotmail.com 206 9791352
email phone

NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4. PC-31

No, a light rail system maintenance yard should
not be added to one of the nicest business parks
in the Bel-Red area. A maintenance yard would
greatly affect, not for the better, the NE 20th

Ron Nelson *Ron Nelson* 6/5/14
name signature date
4975 91st Avenue SE Mercer Island, WA 98040
address
RONALD.N@HAASCH.COM 425-619-8000
email phone

NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4. PC-34

This proposal will disrupt and displace
too many established businesses.

Brian Gulliford *Brian Gulliford* 6/1/14
name signature date
620 SW 307th St Kent, WA 98023
address
bengulliford@gmail.com 206-592-2891
email phone

NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4. PC-32

I worry that the proposed location at
NE 20th st. will negatively impact the
local economic situation including local tax
revenue

Nicholas Merryman *Nicholas Merryman* 03 JUN 14
name signature date
654 165th Ave NE Bellevue, WA 98008
address
n-merryman2000@yahoo.com 805-512-2778
email phone

NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4. PC-35

DISRUPTS TOO MANY BUSINESSES
INCLUDING IMPORTANT CLINICS.
NOT A GOOD LOCATION.

DAN LINTHICUM *Dan Linticum* 5-30-14
name signature date
1350 INDEX AVE NE REWTON, WA 98056
address
DAN.LINTHICUM 2538383231
email phone

NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4. PC-33

NO RAIL YARD
AT 520
ON IN BELLEVUE

Rob Anderson *Rob Anderson* 6/5/14
name signature date
1601 - 502 Ave NE Bellevue WA
address
rob@haasch.com 206-5486607
email phone

NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4. PC-36

San Laell
name signature date
6/3/14
address
email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-37

As to SR 520 Alternative
IT would displace my
Business

Andrew Duffield

6/2/14

address
email aduffield@mosaic.com phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-38

Talissa Jimenez Jimenez 6/3/14
name signature date
address
email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-39

NO!!!

Mimi Grant Mimi Grant 6/3/14
name signature date
address 13427 Ne 20th st #100 Bellevue 98005
email 425-603-1080 phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-40

NO!

Anthony Phinikilavara

6/03/14

address 13421 Ne 20th Bellevue WA 98005
email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-41

MOSAIC is home to a unique
set of services for special
needs kids, birth - teen on
the Autism Spectrum, learning
disabilities, etc.

Cindy Angelo Cindy Angelo 6/5/14
name signature date
address 168201 Broadway Rd Bothell, WA 98011
email msangelola 206-852-6968 phone
Comcast.net

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-42

NO!!!


LISA SABIN Lisa Sabin 5/3/14
name signature date
address 700 112TH AVE NE SUITE 100
Bothell, WA 98004 206-920-2247
email lisa.sabin@windermere.com phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-43


I oppose this because it
would disrupt too many needed
businesses. i.e. Mosaic
Not a good location.

Arden James  6/1/14
name
1812 19th Ave, #209 Seattle, WA 98122
address
arden.alex@hot.mail.com 206-353-
email phone
3436

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-44

AND... on top of Mosaic Boeing Credit Union
is not part of Boeing, it is all about pay
in the community, you are hitting all our
pocket books because of their recent high dollar
remodel... be responsible because that is
your job, chose not to tear down businesses
Diane Keck-Katon  6/1/2014
name
9848 51st Ave SW
address
diane.keck@hot.mail.com 206-544-9112
email phone

**NO
RAIL
YARD
SR 520**

STAND UP AND BE COUNTED!

Sound Transit has Identified our property (all of Plaza 520 PLUS the
adjoining properties all the way up to and including the Acura Dealership)
as a possible site for its future 25-acre Eastside Link Light Rail Operations &
Maintenance Facility. Let Sound Transit know you are opposed to SR 520!

Go to www.norailyard520.org to learn more and take action!

Write your comments on this
card and connect with me
directly at:

Rob Aigner
13228 NE 20th St., Suite 300
Bellevue, WA 98005 • 425.974.3200
rob@norailyard520.org
www.norailyard520.org

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-45

Losing Mosaic would negatively impact
so many families that are in need


Jennifer Jessup  6/6/2014
name signature date
address
email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-46

Mosaic childrens therapy clinic
is a vital resource to this community
and a critical part of so many
special kids lives and development.
Keep them here!


Megan Larson  6/4/14
name signature date
300 228th Pl SW Bothell WA 98021
address
mlarson@hotmail.com 206-550-4991
email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-47

I would like to see these current communities
can still to serve the communities. Mosaic
has been helped out son and our family to
outgrow his limitation


Mengke Li  6-13-2014
name signature date
16718 242nd Pl NE, Redmond WA 98053
address
mengkel@hotmail.com 425-761-9851
email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-48

Mosaic Children's Therapy has been an absolute
lifeline for our family. Our son Gavin has
learned how to talk and interact with others
during therapy. Alt. 4 would be devastating to
this valuable community resource, as well as
many other businesses in the area. Please find a

Mary Lorette Beck  6/11/14
name signature date
1542 Union Ave NE Renton, WA 98059
address
lorettebeck@gmail.com 1800-664-4078
email phone

new location for the rail yard!

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-49

This is not an appropriate place
for a rail yard. We need this
location for mosaic & other businesses

Ezra SARKISOVA *[signature]* 6/20/14
18680 NE 55th Way Redmond WA
206-753-9220
ezras07@gmail.com

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-51

My child has special needs and comes to
Mosaic for Speech Therapy and Occupational Therapy.
He does not transition very well and if we have to
move to a different location it will take a toll
on us at home to try to deal with the frustration
and confusion on top of our everyday challenges.

Karen Gagne *[signature]* June
12813 - 32nd PL NE Kirkland 98034
Karen.gagne@gmail.com 425.8621785

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-50

This move of the 520 Rail Yard would devastate
the economy of the area as well as lower
upscale property values of Bridle Trails. Where
Mosaic therapy go? Who would lose services
children because of loss of a wonderful service
provider. If they moved too far people would lose
Wendy Kay Dannaico *[signature]* 6-18-14
1909 23rd CT NE Sammamish WA 98053

Wendy Kay Dannaico *[signature]* 6-18-14
1909 23rd CT NE Sammamish WA 98053
don@hotmail.com 425-898-8050

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-52

Alt. 4 is an impulsive, ill thought out
choice for OMSF. This area contains renovated
spaces within the past 6 months. As well as
medical and small growing businesses, whose
loss would be felt REGION wide, not only locally.


Heather Burton *[signature]* June
4400 264th AVE NE Redmond 98053
Heather.Burton@redmondwa.gov

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-53

No RAIL YARD !!!


Michelle Chappon  6/5/2014
name 9805 Avondale Rd NE #16-122 date
address
email Chappon15@hotmail.com phone 206-744-9199

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-54

Alternative 4, is not a suitable
location for this Rail-yard. There are
already established businesses that
provide vital services to the local
community in the Redmond/Bellevue area.

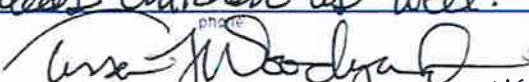
Josha Chamuler  6/1/14
name 1421 Edmunds Dr SE, Renton, WA 98055 date
address
email josnachamuler@gmail.com phone 425-891-6613

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-55

We drive over 20 miles to do our therapy
sessions at Mosaic for our special needs
children. We do so, even though we've moved
out of the area, because routine, familiarity
and our great therapists make such a
difference. This rail yard would not only
affect the small businesses that we
patronize while we are in town, but
many special needs children as well.


Tessa J. Woodyard 
name address email phone

**NO
RAIL
YARD
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S
POTENTIAL SITING OF THE OMSF IN THE SR 520
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-56

We don't want to relocate somewhere.
This clinic is in perfect location.
Very accessible to us. So please
don't make this happen.

KAREN ESCANO  6/10/14
name 2730 12th Ave SE, Bellevue WA 98005 date
address
email k-escano@yahoo.com phone 425-531-0759

Tessa J. Woodyard 206-898-0455

Responses to Letter PC-1, Mike Bell

Response to Comment PC-1

Opposition to the SR 520 Alternative has been noted.

Responses to Letter PC-2, Jessie Amsted

Response to Comment PC-2

Opposition to the SR 520 Alternative has been noted.

Responses to Letter PC-3, Irene Kotulak

Response to Comment PC-3

Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-4, Sheri Proffitt

Response to Comment PC-4

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-5, Charles Holt

Response to Comment PC-5

Opposition to the SR 520 Alternative has been noted.

Responses to Letter PC-6, Michele Partin

Response to Comment PC-6

Opposition to the SR 520 Alternative has been noted.

Responses to Letter PC-7, Katie Miller

Response to Comment PC-7

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-8, Amanda Braddock

Response to Comment PC-8

Opposition to the SR 520 Alternative has been noted.

Responses to Letter PC-9, Sheri Meyers

Response to Comment PC-9

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-10, Laurence Duffield

Response to Comment PC-10

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-11, George Terziyski

Response to Comment PC-11

Opposition to the SR 520 Alternative has been noted.

Responses to Letter PC-12, Teresa Sereno

Response to Comment PC-12

Opposition to the SR 520 Alternative has been noted.

Responses to Letter PC-13, Pablos H.

Response to Comment PC-13

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-14, Caitlin Sullivan

Response to Comment PC-14

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-15, Elizabeth Schroeder

Response to Comment PC-15

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-16, Kristin Barron

Response to Comment PC-16

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-17, Diane Keck-Katona

Response to Comment PC-17

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-18, Elma Duffield

Response to Comment PC-18

Opposition to the BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative has been noted. Please see the response to Common Comment 8 and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-19, Greg McClellan

Response to Comment PC-19

Support for the Preferred Alternative, as opposed to the SR 520 Alternative, has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-20, Amy Terziyski

Response to Comment PC-20

Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-21, Larry Snyder

Response to Comment PC-21

Support for the Lynnwood Alternative over the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-22, Eric Jorgensen

Response to Comment PC-22

Opposition to the SR 520 Alternative has been noted.

Responses to Letter PC-23, Mansi Dalal

Response to Comment PC-23

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-24, Terre Olson

Response to Comment PC-24

Opposition to the SR 520 Alternative has been noted.

Responses to Letter PC-25, Justin Cox

Response to Comment PC-25

Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocation*, of the Final EIS acknowledges that implementation of the SR 520 Alternative would displace the most businesses, compared to the other build alternatives. While the SR 520 Alternative would have the greatest impact related to displace businesses, it would result in fewer impacts than the other build alternatives in other resource areas. Please refer to Chapter 4, *Alternatives Analysis*, of the Final EIS for a comparison between impacts of each build alternative.

Responses to Letter PC-26, Julie Jacobson

Response to Comment PC-26

Opposition to the alternatives in Bellevue has been noted.

Responses to Letter PC-27, Kevin Katona

Response to Comment PC-27

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-28, Suzanne Hight

Response to Comment PC-28

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-29, Ed Scripps

Response to Comment PC-29

Opposition to the SR 520 Alternative has been noted.

Responses to Letter PC-30, Jeannine Alexander

Response to Comment PC-30

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-31, Ben Nelson

Response to Comment PC-31

Opposition to the SR 520 Alternative has been noted.

Responses to Letter PC-32, Nicholas Merryman

Response to Comment PC-32

Opposition to the SR 520 Alternative has been noted. Please see the responses to Common Comments 8 and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-33, Rob Aigner

Response to Comment PC-33

Opposition to the build alternatives located in Bellevue has been noted.

Responses to Letter PC-34, Ben Gulliford

Response to Comment PC-34

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-35, Dan Linthicum

Response to Comment PC-35

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-36, Sam Lowell

Response to Comment PC-36

Opposition to the SR 520 Alternative has been noted.

Responses to Letter PC-37, Candice Duffield

Response to Comment PC-37

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-38, Tamara T.

Response to Comment PC-38

Opposition to the SR 520 Alternative has been noted.

Responses to Letter PC-39, Mimi Grant

Response to Comment PC-39

Opposition to the SR 520 Alternative has been noted.

Responses to Letter PC-40, Anthony Phimphilavong

Response to Comment PC-40

Opposition to the SR 520 Alternative has been noted.

Responses to Letter PC-41, Cindy Angelo

Response to Comment PC-41

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-42, Lisa Sabin

Response to Comment PC-42

Opposition to the SR 520 Alternative has been noted.

Responses to Letter PC-43, Arden James

Response to Comment PC-43

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-44, Diane Keck-Katona

Response to Comment PC-44

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-45, Jennifer Jessup

Response to Comment PC-45

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-46, Megan Larson

Response to Comment PC-46

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-47, Menjke Li

Response to Comment PC-47

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-48, Mary Lorette Beck

Response to Comment PC-48

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-49, Zara Sarkisova

Response to Comment PC-49

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-51, Wendy Kay Donnahoo

Response to Comment PC-50

Opposition to the SR 520 Alternative has been noted. Please see the responses to Common Comments 8 and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-51, Karen Gagne

Response to Comment PC-51

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-52, Heather Burton

Response to Comment PC-52

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-53, Michelle Chappon

Response to Comment PC-53

Opposition to the SR 520 Alternative has been noted.

Responses to Letter PC-54, Joshua Chamuler

Response to Comment PC-54

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-55, Tessa J. Woodyard

Response to Comment PC-55

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Responses to Letter PC-56, Karen Escano

Response to Comment PC-56

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.