



May 22, 2015

Sound Transit
401 South Jackson Street
Seattle, WA 98104
Attention: Federal Way Link Extension Draft EIS Comments

Dear Sir or Madam:

Please accept the following comments on the draft Federal Way Link Extension Environmental Impact Statement ("EIS"). Alaska Airlines, Inc. and its sister company, Horizon Air Industries, Inc., employ over 6,000 workers in the Seattle area. Alaska Airlines is the largest employer in the City of SeaTac. The majority of our employees commute from South King County to the airport area in the City of SeaTac. As such, we support light rail expansion which will provide additional transportation options for our employees, contractors and customers to the airport area.

BU26-1

After reviewing the route alternatives in the EIS, we support the I-5 alternative. Based on the EIS estimates, this alternative is generally less expensive and results in less business impact without significantly affecting estimated light rail travel time and daily ridership. We believe International Boulevard is better served by local bus service rather than longer light rail segments. The SR 99 route alternatives, especially those that cut along the west side of SR99, would cause significant business disruption, including at the Alaska Airlines' Gold Coast Center facility located at 20833 International Boulevard. We anticipate the light rail construction at this location will have significant negative impact to the property, resulting inconvenience to the building occupants, temporary and/or possible permanent loss of parking, removal of many mature trees in the guideway path, and ultimately disruptions to our operations at the building.

BU26-2

BU26-3

In addition, we have serious concerns regarding light rail construction impact on our other property on the extended light rail line, the Alaska Airlines McGee Building at 20313 28th Avenue South. This building is Alaska Airlines' data center; impacts to this building could significantly disrupt or even shut down our airline operation. Sound Transit must work closely with Alaska Airlines to coordinate any construction work around this facility. Draft construction drawings in the EIS indicate a temporary construction easement area may result in loss of parking at the McGee Building. Parking at this facility is already at maximum with few nearby alternatives. We urge Sound Transit to develop strategies to limit construction impacts to maintain the current level of building parking and ensure business continuity at this critical facility.

BU26-4

Thank you for this opportunity to comment on the EIS. We look forward to working closely with the Sound Transit on this phase of the light rail project.

Sincerely,

ALASKA AIRLINES, INC.

A blue ink signature of Karen Gruen, Vice President of Corporate Real Estate at Alaska Airlines.

Karen Gruen
Vice President
Corporate Real Estate

Response to Comment BU26-1

Please see Response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment BU26-2

Please see Response to Common Comment 2.

Response to Comment BU26-3

Please see Response to Common Comment 2. Chapter 5 of the Final EIS discusses FWLE construction impacts and how Sound Transit would mitigate those impacts.

Response to Comment BU26-4

Based on conceptual and preliminary engineering, the FWLE would have some permanent and temporary impacts on parking at this building. Sound Transit will coordinate with Alaska Airlines on avoiding or minimizing impacts on this property.

Letter FW567

Eglick Kiker Whited, PLLC

No comments

Page 1

From: [Kristen Doughty](#)
To: [FWLE](#)
Cc: [Peter Eglick](#)
Subject: Comment Letter re Sound Transit EIS for the Federal Way Link Extension
Date: Tuesday, May 26, 2015 1:24:21 PM
Attachments: [Comment Letter to Sound Transit 052615.pdf](#)

Good afternoon-

Please see the attached comment letter of today's date from Muscatel Midway Properties LLC for consideration. A hard copy is also being sent via Legal Messenger.

Thank you,

Kristen Doughty
Legal Assistant
Eglick Kiker Whited
1000 Second Avenue, Suite 3130
Seattle, WA 98104
206.441.1069



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Peter J. Eglick
eglick@ekwlaw.com

May 26, 2015

Via Email (FWLE@soundtransit.org)
and Legal Messenger

Federal Way Link Extension Draft EIS Comments
Sound Transit
401 S Jackson Street
Seattle, WA 98104

RE: Muscatel Midway Properties Comments on Sound Transit DEIS for the Federal Way
Link Extension

Dear Sound Transit:

This letter is submitted on behalf of Muscatel Midway Properties LLC (John Muscatel, manager) to comment on the Draft Environmental Impact Statement (DEIS) for the Sound Transit Federal Way Link Extension. Muscatel Properties owns the Midway Shopping Center located at 23418 Pacific Highway South on King County tax parcel 2500600465.

This center serves an economically disadvantaged community. For example, our tenants include a Dollar Tree store and a grocery offering foods for community residents with origins in the Indian subcontinent. These are not "high end" businesses, but they provide vital services and products to community residents whose needs are otherwise underserved in the area.

BU32-1

The Link alternatives presented in the DEIS, such as the SR 99 alternative, would result in substantial social and economic costs both in the displacement of these businesses and the elimination of the Midway Center itself as a viable, functional location for the services they provide to the community.

Midway Center further notes that the DEIS does not fully disclose the discrepancies between local jurisdiction GMA plans and several of the DEIS alternatives. For example, preference for the I-5 route, expressed in the City of Kent's Midway planning documents and in City

BU32-2

1000 Second Avenue, Suite 3130 Seattle, Washington 98104
telephone 206.441.1069 • www.ekwlaw.com • facsimile 206.441.1089

Response to Comment BU32-1

Chapter 7, Environmental Justice, describes potential impacts on low-income and minority populations from displacements of businesses that tend to serve mostly minority populations. Section 4.3, Economics, evaluates the potential economic effects from displacement of local businesses and employees.

Response to Comment BU32-2

Section 4.2, Land Use, of the Final EIS states that the FWLE is a regional transit authority facility and is therefore considered an essential public facility in the Growth Management Act (GMA) (RCW 36.70A.200). The GMA prohibits local governments from precluding the siting of essential public facilities through their comprehensive plans or zoning. Once a FWLE alternative is selected to be built, the jurisdictions would have a "duty to accommodate" the project in their land use plans and development regulations.

The Midway Subarea Plan included multiple potential station and alignment locations for light rail in the Midway subarea. Sound Transit received the City of Kent's comment letter after the Draft EIS. It is summarized in Chapter 9 in the Final EIS and is included in this appendix.

Page 3

EGGLICK KIKER WHITED PLLC
May 26, 2015
BU32-2 Page 2

pronouncements, is not forthrightly acknowledged, including in the DEIS Appendix table D4.2-3 discussion of the City of Kent Midway Subarea Plan Goal MT-3 and Policy MT-3.1.

BU32-3 The I-5 route, per DEIS Appendix table D4.1-1, appears to be one that will have lower impacts in terms of property impact and acquisition (apparently including use for construction). However, the DEIS and supporting materials are deficient in deferring until after the comment period disclosure of specific impacts on particular parcels. This makes it impossible for Midway to study, compare, contrast and comment fully now on the alignment alternatives. All rights are reserved in this regard.

Thank you for this opportunity to comment. Please provide all notices in this matter to Muscatel Midway Properties without exception or delay.

Sincerely,

EGGLICK KIKER WHITED PLLC



Peter J. Eglick

cc: Client

Response to Comment BU32-3

Appendix D4.1, Potentially Affected Parcels, of the Final EIS presents the likely property acquisitions based on the conceptual designs and existing conditions at the time the analysis was conducted. The information provided is intended to show the magnitude of potential impacts associated with each alternative and allow for a comparison among alternatives. As described in Appendix D4.1, impacts on individual properties could change as the design is refined. Appendix F, Conceptual Design Drawings, provides more detail on potential impacts on specific properties from each alternative.

Letter FW637

Natural Health Mart

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org.

1. Please share your comments about project alternatives and station options

IS40-1 I prefer I-5 Alternative, Cost less and good road.

2. Please share your feedback on the environmental impacts

Keep our environment green as much as possible.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Natural Health Mart
3124 Pacific Hwy S # A-1, Federal Way, WA 98003

Response to Comment IS40-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW395

Sea Mar Community Health Centers (Rebecca Gonzales)

Page 1

From: [Rebecca Gonzalez](#)
To: [FWLE](#)
Subject: Light Rail
Date: Tuesday, May 26, 2015 5:07:20 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Dear Sir,

I would like to urge your committee to consider not running the light rail through SR 99 in Des Moines, WA. This is a critical time in our country for our citizens to obtain good quality Medical care. Washington State is currently in short supply of doctors, medical centers and especially clinics that receive state insured/uninsured patients. Sea Mar Community Health Centers is in process of opening a much needed clinic in one of the proposed areas for this light rail system. We request that you seriously disregard the plans to the SR99, and consider the I5 – SR99, SR99 – I5 or I5 route as better options for the railway crossing. The Sea Mar Clinic is already being prepared to open, and changing that now would be a great waste of money and tax payer dollars, as well as making thousands of people wait longer for the new clinic to open.

Thank you for your time and consideration.

Sincerely,



Rebecca Gonzalez | Customer Service Representative
Sea Mar Community Health Centers
7410 E. Delaware Ln. | Vancouver, WA | 98664
P 360.566.4431 | Ext 16431

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Response to Comment BU29-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW542

Sea Mar Community Health Centers (Marisol Sanchez y Lucero)

Page 1

From: [Marisol Sanchez y Lucero](#)
To: [FWLE](#)
Subject: alternate Des Moines light rail routes
Date: Tuesday, May 26, 2015 9:24:14 AM

Dear Sound Transit Light Rail Team,

BU30-1 [As a concerned Des Moines resident and community member, I ask you reconsider alternate routes such as: **I-5, SR 99 to I-5**, and **I-5 to SR 99**, so our newly built clinic can serve the Des Moines and Kent low-income communities. By having to demolish our clinic would be a huge waste of public dollars, cut employment, and disserve members of my community. Again, I ask you reconsider the alternate routes states above.

Thank you,
Marisol Sanchez y Lucero | [P. 206.436.6380](#) | [Ext. 24012](#) | [F. 206.436.6386](#)
[Infant Case Manager-Maternity Support Services](#)
Sea Mar Community Health Centers
233 2nd Ave S. | Kent, WA | 98032
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Response to Comment BU30-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW562

Sea Mar Community Health Centers (Kevin Proctor)

Page 1

From: prrdigi@box920.bluehost.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Tuesday, May 26, 2015 1:34:06 PM

From: Kevin Proctor <>

BU31-1 [Message Body:
SR 99 Comment: This route would take away a medical clinic that needed in the community. This clinic was partially funded by tax payer's money and would ultimately hurt the community as a whole.

BU31-2 [I-5 Comment: This alternative which has the option to still have a station with a station at Kent/Des Moines SR 99 east seems like the best situation for the community. It brings the majority of the track near I-5 which already generates noise and it allows for the least disruption to the business community while still providing access to the community college

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Kevin Proctor
Address: Sea Mar Community Health Centers, 8720 14th Ave S.
City: Seattle
State: Washington
Zipcode: 98108

Email:

I live nearby. If so, where?:

I work in the project area. If so, where?: Sea Mar Community Health Center

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment BU31-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment BU31-2

Please see Response to Common Comment 2.

Letter FW570

Sea Mar Community Health Centers (Hyo-Na Han)

Page 1

From: [Hyo-Na Han](#)
To: [PWLE](#)
Subject: Comments to the draft environmental impact statement
Date: Tuesday, May 26, 2015 9:38:30 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

BU33-1 — One of the alternative routes (SR 99) regarding the extension of Light Rail through to Federal Way will be greatly impact on the Sea Mar Des Moines medical clinic. SR 99 is the route which places the newly constructed clinic at jeopardy of being torn down.
Sea Mar Community Health Centers are non-profit organizations to help low income families. If you choose the SR 99 route (High way 99 and S. 242nd street), it will take away a great community resource.
Thank you for your consideration.

Hyo-Na Han



Hyo-Na Han | WIC Program Director
Sea Mar Community Health Centers
8915 14th Ave. S | Seattle, WA | 98108
P 206.764.8078 | Ext 40078 | C 206.794.4139 | F 206.763.1856
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Response to Comment BU33-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW571

Sea Mar Community Health Centers (Caesar B. Hernandez)

Page 1

From: [Cesar Hernandez](#)
To: [EML](#)
Subject: Comments to the extension of Light Rail through to Federal Way
Date: Tuesday, May 26, 2015 9:06:32 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

To whom it may concern:

BU34-1 – SR 99 route would result in wasting public dollars used to build a much needed clinic serving the Des Moines and Kent low-income communities.

Thank you,

 **Cesar B. Hernandez** | Health Informatics and Metrics Coordinator
Sea Mar Community Health Centers
8915 14th Avenue South | Seattle, WA | 98108
P 206.764.8052 | Ext 40305 | C 206.852.4031 | F 206.764.0494
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Response to Comment BU34-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW574

Sea Mar Community Health Centers (Belinda Montgomery)

Page 1


From: [Belinda Montgomery](#)
To: [FWLE](#)
Subject: Des Moines Federal Way Light Rail EIS
Date: Tuesday, May 26, 2015 2:16:44 PM
Attachments: [image002.png](#)
[image003.png](#)

BU35-1

I am writing because of the importance of having access to Light Rail at Des Moines 242nd Street. I have numerous staff members living in the area who would not only benefit from its use, also patients who urgently need assistance with transportation and whom I personally pick up in order to facilitate their attendance at their medical appointments.



Belinda Montgomery | Clinic Manager
Sea Mar Community Health Centers
202 Cullens Road NW | Yelm, WA | 98597
P 360.400.4807 | Ext 68007 | C 360.742.8735 | F 360.400.4801

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Response to Comment BU35-1

All FWLE alternatives would provide access near S 242nd Street at Highline College with the Kent/Des Moines Station.

Letter FW576

Sea Mar Community Health Centers (Sarah Addison)

Page 1

From: Sarah A. Addison
To: FWLE
Subject: Environmental Impact Statement - Impact of routes
Date: Tuesday, May 26, 2015 9:07:19 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

To our esteemed partners at Sound Transit,

I am writing to you today not only as an employee of Sea Mar Community Health Center, but as a concerned citizen.

I am aware that you do not take lightly the impact of your work on King County communities.

BU36-1 Please bring your attention to the choice of **SR99**. We have been building a much needed medical, dental, and behavioral health clinic that, were you to pursue **SR99**, would need to be torn down. The thought makes my heart skip a beat. This clinic serves the Des Moines and Kent low-income communities. Not only is this clinic much needed in that particular location, it is also a concern that public dollars have been used to build this clinic.

Please, would you instead consider alternatives routes: I-5, SR99 to I-t and I-5 to SR99.

Most sincerely,



Sarah Addison, MA, GMHS | Manager of Integrated and Collaborative Care
Sea Mar Community Health Centers
8915 14th Avenue South | Seattle, WA | 98108
P 206.764.8037 | Ext 40037 | C 206.402.1227 | F 206.764.0494
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Response to Comment BU36-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW577

Sea Mar Community Health Centers (Ana Marroquin)

Page 1

From: [Ana Marroquin](#)
To: [PWLE](#)
Subject: Extension of light rail
Date: Tuesday, May 26, 2015 10:24:11 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

To whom it may concern,

BU37-1

SR 99 route would result in wasting public dollars used to build a much needed clinic serving the Des Moines and Kent low-income communities. It does not seem like the correct choice and it would be detrimental to the well-being of the community since they would not have access to affordable health care near their homes.

Thank you for your concern and consideration,



Ana Marroquin | Front Desk Receptionist
Sea Mar Community Health Centers
14434 Ambaum Blvd SW, Suite 5 | Burien, WA 98166
P 206.812.6140 | Ext 20003 | F 206.812.6177

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Response to Comment BU37-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW578

Sea Mar Community Health Centers (Jeffrey Y. Kim)

Page 1

Response to Comment BU38-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

From: [Jeffrey Kim](#)
To: [FWLE](#)
Subject: extension of Light Rail through to Federal Way
Date: Tuesday, May 26, 2015 9:52:54 AM
Attachments: [image001.png](#)

To whom it may concern,

My name is Jeff Kim, and I am writing as a concerned citizen from the community of Federal Way / NE Tacoma. I know that whenever such an Environmental Impact Study is being conducted, someone is going to unfortunately lose out. I ask that community health centers be put into the equation of being saved. The community health center that I work for, is near completion with it's state of the art clinic funded with mostly public dollars, is in danger of being torn down.

This decision to designate SR99 as the primary route would jeopardize the clinic and waste public funding for an area in dire need of medical and dental care in Des Moines and Kent low income communities. The other routes, I-5, SR99 to I-5 or I-5 to SR99 would not have an impact on the clinic's ability.

I work for the University of Washington School of Dentistry in the public health department and have seen and studied the lack of care in these areas currently despite the availability of the Affordable Care Act. More and more private providers (both medical & dental) can only accept so many patients due to the need. Hence, the importance of the establishment of the SeaMar Community Health Center in that region that can provide to so many working families who have insurance through the ACA.

I'm very happy the rail is coming down to South King County; it has ben long awaited. I can't wait to take it to downtown Seattle, Mariners, Seahawks and Sounders games with my daughters to their first sporting events. It will provide more efficient means of transportation for many South King County commuters. But we can still have that great mode of transportation AND a community health center that can serve the unmet growing health needs in a growing area of King County. I hope these comments are taken into consideration by the study. If you have any questions, please contact me.



Jeffrey Y. Kim | Dentist
Sea Mar Community Health Centers
1215 S. 11th St | Tacoma, WA | 98405
P 253.280.9840 | F 253.272.1952

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No comments

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Letter FW580

Sea Mar Community Health Centers (Phyllis Gutierrez-Kenny)

Page 1

From: [Phyllis Gutierrez-Kenney](#)
To: [FWLE](#)
Subject: Federal Way Light Rail Route
Date: Tuesday, May 26, 2015 9:29:48 AM
Attachments: [image008.png](#)
[image009.png](#)
Importance: High

BU39-1

This is to request that Route Highway 99 and 242 Street **not be considerate** as the route for the Federal Light Rail. The Rout 99 would place the newly constructed Sea Mar Clinic at jeopardy of being torn down. This would result in wasting public dollars used to build a much needed clinic serving the Des Moines and Kent low-income communities. You have three other routes in consideration I-5, SR 99 to I-5 and I-5 to SR99. These three routes would save the clinic and medical health services for hundreds of families and children.

Thanking you in advance for your serious consideration of this request.

Phyllis Gutierrez Kenney



Phyllis Gutierrez-Kenney | VP Leadership & Economic Dev.
Sea Mar Community Health Centers
1040 S. Henderson St. | Seattle, WA | 98108
P 206.788.3289 | Ext 63289 | C 206.639.0379 | F 206.788.3204

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Response to Comment BU39-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW586

Sea Mar Community Health Centers (Antonio Z. Sosa)

Page 1

From: [Antonio Z. Sosa](#)
To: [FWLE](#)
Subject: I-5 SR 99
Date: Tuesday, May 26, 2015 11:08:01 AM

Please

BU43-1

Please take in consideration the wasting money and keep the money in a right place. The route designated as SR 99 is the route which places the newly constructed clinic at jeopardy of being torn down. The other routes are designated as follows: I-5, SR 99 to I-5, and I-5 to SR 99. These three routes would not disturb our Des Moines clinic. The SR 99 route would result in wasting public dollars used to build a much needed clinic serving the Des Moines and Kent low-income communities, I hope you take in consideration in my impute to these matter

Antonio Z. Sosa | CDP III & ADIS instructor
3350 Airport Dr. 98225
Sea Mar Community Health Centers
Phone (360) 734-5458 ext.84007 | Fax (360)734-5298

Response to Comment BU43-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW587

Sea Mar Community Health Centers (Carlos Barajas)

Page 1

From: Carlos Barajas
To: FWLE
Subject: Ligh Rail construction.
Date: Tuesday, May 26, 2015 11:03:37 AM

BU44-1

The extension of Light Rail through to Federal Way **SR 99** route would result in wasting public dollars used to build a much needed clinic serving the Des Moines and Kent low-income communities. A new building clinic is under construction, we are near completing this summer in Des Moines at Highway 99 and South 242nd Street. The route **SR 99** is the route which places the newly constructed clinic at jeopardy of being torn down.
Please consider changing this route to better serve the community.
Thank you.

Carlos Barajas
Traffic Coordinator
Sea Mar Community Health Centers
KKMO El Rey 1360AM
5900 4th Ave South suite 200 Seattle WA 98108
P 206.436.7851 F 206.441.2894

Response to Comment BU44-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW588

Sea Mar Community Health Centers (Carolina Lucero)

Page 1

From: [Carolina Lucero](#)
To: [FWLE](#)
Subject: Light Rail at Des Moines - Impact on newly constructed clinic!
Date: Tuesday, May 26, 2015 9:18:09 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
Importance: High

PUBLIC COMMENT:

TO WHOM IT MAY CONCERN

The purpose of this correspondence is to voice my extreme concern over one of the proposed routes for the Light Rail expansion to Federal Way. Although I support the Light Rail expansion, I want to strongly encourage you **NOT** to select the SR99 route as it would place a **newly constructed** clinic built to serve the low-income community with much needed health and human service needs, in jeopardy. The health care needs of MANY residents in the Des Moines and Kent area have historically gone unmet. This clinic would provide that much needed avenue for care. Not to mention, that if this clinic is torn down, or otherwise negatively impacted by the SR99 route, we will ALSO be wasting the public dollars which were used to build this clinic.

Please say **NO** to proposed route option **SR99!**

Thank you so much for your attention to this extremely important matter.
Sincerely,



Carolina Lucero | Senior Vice President
Sea Mar Community Health Centers
1040 S. Henderson St. | Seattle, WA | 98108
P 206.788.3219 | Ext 63219 | C 206.992.6265 | F 206.788.3204

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Response to Comment BU45-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW589

Sea Mar Community Health Centers (Janet Roller)

Page 1

From: [Janet Roller](#)
To: [FW589](#)
Subject: Light Rail Extension Route
Date: Tuesday, May 26, 2015 9:37:35 AM
Attachments: [image001.png](#)

To Whom It May Concern:

I understand the extension of Light Rail through to Federal Way is under review, and a number of alternative routes are being considered. One route (SR-99) would actually be going through our new clinic that Sea Mar is almost done building in Des Moines at Highway 99 and South 242nd Street.

If this route is selected, it would place the newly constructed clinic in danger of being torn down. This clinic is nearing completion. To select this route and destroy the clinic is a waste of public dollars used to build a much needed clinic that serves the Des Moines and Kent low-income communities.

I urge you to select an alternate route so that we may continue to serve our community in this area. Thank you for your consideration.

Respectfully,



Janet Roller, MSW, LICSW | Integration Specialist II
Sea Mar Community Health Centers
669 Woodland Square Loop SE | Lacey, WA | 98503
P 360-359-4840 | Ext 44868 | F 360-359-4851

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Response to Comment BU46-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW590

Sea Mar Community Health Centers (Jennifer L. Kochrian)

Page 1

From: [Jennifer L. Kochrian](#)
To: [FWLE](#)
Subject: Light Rail Extension Through Federal Way
Date: Tuesday, May 26, 2015 12:26:13 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Hello,

BU47-1

I am submitting my comments in regards to the impact of the light rail extension going through Federal Way. The proposal using the **SR 99** route would result in wasting public dollars used to build a much needed clinic serving the Des Moines and Kent low-income communities. This Sea Mar medical clinic is still under construction nearing completion this summer in Des Moines at Highway 99 and South 242nd Street. Please choose one of the other routes proposed as follows: **I-5, SR 99 to I-5, and I-5 to SR 99**. These three routes would not disturb our Des Moines clinic.

Thank you,



Jennifer L. Kochrian | WIC Coordinator
Sea Mar Community Health Centers
5411 E. Mill Plain Blvd., Ste. 28 | Vancouver, WA | 98661
P 360.397.4365 | Ext 86006 | C 360.280.6044 | F 360.397.4368

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Response to Comment BU47-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW591

Sea Mar Community Health Centers (Ricardo J. del Fierro)

Page 1

From: [Ricardo Del Fierro](#)
To: [DML](#)
Subject: Light Rail extension to Federal Way
Date: Tuesday, May 26, 2015 9:47:58 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

BU48-1

One of the routes being considered for the light rail extension is the **SR 99** route. The **SR 99** route through Highway 99 and South 242nd Street, places our newly constructed clinic at jeopardy of being torn down. This would result in wasting public dollars used to build a much needed clinic which would serve the Des Moines and Kent low-income communities. It is our understanding that there are alternative routes that could be considered which would not disturb our Des Moines clinic – **I-5, SR 99 to I-5**, and **I-5 to SR 99**. Please consider these alternative routes when making the final decision on the extension of the Light Rail through to Federal Way.

Thank you for your time and consideration.



Ricardo J. del Fierro | Financial Specialist & Contracts Supervisor
Sea Mar Community Health Centers
10001 17th Place South | Seattle, WA | 98168
P 206.766.6990 | Ext 69990 | F 206.766.6993

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Response to Comment BU48-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW592

Sea Mar Community Health Centers (Ron Nelson)

Page 1

From: [Rana H. Nelson](#)
To: [FWLE](#)
Subject: Light rail extension
Date: Tuesday, May 26, 2015 9:05:13 AM

BU49-1

The route designated as **SR 99** places our newly constructed clinic at jeopardy of being torn down. This would be an extreme waste of money, time and would decrease public services for Des Moines and Kent. Please choose one of the other routes as follows: **I-5**, **SR 99 to I-5**, and **I-5 to SR 99**. These three routes would not disturb our Des Moines clinic. Thank you in advance for your consideration.

For info visit: http://seamar.org/static_pages/preventive.php

Rana Nelson, MS, RD - Dietetic Internship Director
Sea Mar Community Health Centers |
8915 14th Ave. S. | Seattle, WA | 98108
206.764-8074              
<p class="MsoNormal" style="margin:0in 0in 10pt; font-family:'Times New Roman',serif">

Response to Comment BU49-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW593

Sea Mar Community Health Centers (Patricia Alva)

Page 1

From: [Patricia Alva](#)
To: [FWLE](#)
Subject: Light Rail
Date: Tuesday, May 26, 2015 10:04:48 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

BU50-1

Good morning,
I'm a resident of the City of Des Moines and I'm concern about the Light Rail expansion using the Pacific High Way route. Please consider using the alternatives routes : **I-5, SR 99 to I-5, and I-5 to SR 99**. These routes will prevent environmental impact to our already busy street and also will affect the City of Kent and Des Moines to grow around the area (Apartment units and business)
Thank you,



Patricia Alva | WIC Coordinator Pierce Co.
Sea Mar Community Health Centers
3560 Bridgeport Way W. Suite 1-A | University Place, WA 98466
P 253.343.6050 | Ext 66004 | D 253.343.6054 | F 253.343.6069

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Response to Comment BU50-1

Please see Response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW595

Sea Mar Community Health Centers (Virgil Kim)

Page 1

From: [Virgil Kim](#)
To: [FWLE](#)
Subject: Light Rail
Date: Tuesday, May 26, 2015 10:38:03 AM
Attachments: [jmas001.png](#)
[jmas002.png](#)
[jmas003.png](#)

Dear Sir or Madam,

BU51-1

On behalf of Sea Mar, I am asking you to please use the following routes I-5, SR 99 to I-5, and I-5 to SR 99. The route designated as SR 99 is the route which places the newly constructed clinic (Des Moines) at jeopardy of being torn down.

Our clinics provide critical services to those who struggle/suffer with substance, mental, and health issues.

I appreciate your time in considering our plea.

Thank you,
Virgil



Virgil Kim | Clinical Supervisor
Sea Mar Community Health Centers
14090 Fryelands Blvd SE Suit 347 | Monroe, WA | 98272
P 360.805.3122 | Ext 34112 | F 360.805.9180

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Response to Comment BU51-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW599

Sea Mar Community Health Centers (Alex Narvaez)

Page 1

From: [Alex Narvaez](#)
To: [FWLE](#)
Subject: No route SR 99 for the Des Moines light rail project
Date: Tuesday, May 26, 2015 1:22:23 PM

To whom it may concern,

BU52-1 — [The extension of Light Rail through to Federal Way that is under review, includes a proposed SR 99 route going through a new medical dental clinic building near completion in Des Moines at Highway 99 and South 242nd Street, would result in the demolishing of this new Des Moines clinic, not only wasting public dollars, used to build it, but also preventing much needed health services to the Des Moines and Kent low-income communities. Please remove this option as a consideration since there are three other routes available: the I-5 route, the SR 99 to I-5 route and the I-5 to SR 99 route.

Alex Narváez, DDS | Dental Director
Sea Mar Community Health Centers
8915 14th Ave S. Seattle, WA | 98108
P 206.762.3263 | C 206.427.2282

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Response to Comment BU52-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW600

Sea Mar Community Health Centers (Marlene Reyes)

Page 1

From: [Marlene Reyes](#)
To: [FWLE](#)
Subject: No to SR 99
Date: Tuesday, May 26, 2015 3:21:02 PM
Attachments: [imga6001.png](#)
[imga6002.png](#)
[imga6003.png](#)

BU53-1

The SR 99 route would result in wasting public dollars used to build a much needed clinic serving the low-income population that reside in Des Moines and Kent.

Please consider the negative hardships that are bound to happen to our communities who are in need of healthcare.

Thanks,



Marlene Reyes | Central Regional Dental Manager
Sea Mar Community Health Centers
8915 14th Ave S | Seattle, WA | 98108
P 206.762.3263 | Ext 40054 | F 206.763.6574
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Response to Comment BU53-1

Please see responses to Common Comments 2 and 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW602

Sea Mar Community Health Centers (Daniel Belts)

Page 1

From: [Daniel Belts](#)
To: [FWLE](#)
Subject: Please save our clinic
Date: Tuesday, May 26, 2015 9:47:23 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

BU54-1 [Hi Federal Way Link,
The SR 99 route would result in wasting public dollars used to build a much needed clinic serving the Des Moines and Kent low-income communities.



Daniel Belts | Purchasing Specialist
Sea Mar Community Health Centers
1040 S Henderson St | Seattle, WA | 98108
P 206.788.3297 | Ext 63217 | F 206.788.3205
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Response to Comment BU54-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW604

Sea Mar Community Health Centers (Csilla Muhl)

Page 1

From: [Csilla Muhl](#)
To: [FWLE](#)
Subject: Sea Mar: SR 99 through Federal Way
Date: Tuesday, May 26, 2015 10:06:28 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Dear Sir/Madame:

BU55-1 [The proposed **SR 99** Light Rail route would result in wasting public dollars used to build a much needed Sea Mar CHC clinic serving the Des Moines and Kent low-income communities. That clinic is being built/renovated and will open this summer. Kindly consider an alternate route, such as **I-5, SR 99 to I-5**, and **I-5 to SR 99**. These three routes would not disturb our Sea Mar Des Moines clinic.

Thank you,



Csilla Muhl, J.D. | Clinic Manager
Sea Mar Community Health Centers
669 Woodland Square Loop SE | Lacey, WA | 98503
P 360.359.4844 | Ext 44844 | C 360.584-7412 | F 360.359.4850

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Response to Comment BU55-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW605

Sea Mar Community Health Centers (Michael Leong)

Page 1

From: [Mike Leong](#)
To: [FWLE](#)
Subject: Sound Transit Light Rail Extension to Federal Way
Date: Tuesday, May 26, 2015 9:18:23 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

BU56-1

Please be aware that the SR 99 proposed route would run through a newly constructed medical and dental community health center clinic at the west side of Highway 99 at South 242nd Street, adjacent to a new constructed low-income housing project, both built by Sea Mar Community Health Center. These projects will be serving the low-income communities of South King County, particularly Des Moines and Kent. Destroying this project would be an huge waste of resources, including public dollars which went into the construction. Therefore, Sea Mar requests that the SR 99 route not be considered any further, and that the other three routes be considered as more viable alternatives. Thank you.



Michael Leong | Senior Vice President, Corp. & Legal Affairs
Sea Mar Community Health Centers
1040 S. Henderson St. | Seattle, WA | 98108
P 206.763.5277 | Ext 63222 | F 206.788.3204

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Response to Comment BU56-1

Please see Response to Common Comments 2 and 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW608

Sea Mar Community Health Centers (Cheryl Wilkinson)

Page 1

From: Cheryl Wilkinson
To: FWLE
Subject: SR 99 Route
Date: Tuesday, May 26, 2015 4:01:52 PM

BU57-1 Please reroute the SR 99 Transit project away from the
New nearly finished Sea Mar Community Health Center serving
the De Moines and Kent lower income community.



Cheryl Wilkinson, Integration Specialist II
Sea Mar Community Health Centers
1813 Sumner Ave. | Aberdeen, Washington | 98520
P 360.538.1293 | Ext 58037 | F 360.538.2788

Response to Comment BU57-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW609

Sea Mar Community Health Centers (Rachel DeLauder)

Page 1

Response to Comment BU58-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

From: [Rachel DeLauder](#)
To: [PYLE](#)
Subject: SR99 light rail route through the Sea Mar Des Moines Medical Clinic
Date: Tuesday, May 26, 2015 9:14:19 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Good morning,

- I think having light rail connect to Federal Way is a wonderful idea to create more environmental options for commuters. I live in Fed Way and work in S. Seattle. Also flying to the Airport would be an easy process to hop on the light rail.
- It makes no sense to me and seems counterproductive to the environment and tax payers to put the proposed track through a building almost finished. I work for Sea Mar and during my daily commute have watched this building go up. I know the people of Des Moines are anxiously awaiting the completion of the medical clinic as are the medical staff. I have doctors hired and ready to start work once it is built. Their tax dollars will not be able to funnel into the city with employees buying houses, groceries going out to eat from the surrounding communities, if the medical clinic cannot finish because of a proposed track.

Please put the track somewhere else.

Sincerely,



Rachel DeLauder | **Credentialing Specialist**
Sea Mar Community Health Centers
8801 14th Ave S | Seattle, WA | 98108
P 206.474.2001 | Ext 30501 | F 206.764.8005

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Letter FW610

Sea Mar Community Health Centers (Ninfa Quiroz)

Page 1

From: [Ninfa Quiroz](#)
To: [CWL](#)
Subject: SR99 Route
Date: Tuesday, May 26, 2015 9:16:46 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

BU59-1 Please do not waste the public dollars used to build the much needed clinic serving the Des Moines and Kent low-income communities. Please use an alternative route(s) for the SR 99 route, instead of the one where the clinic is located (Pacific Hwy. South).
Thank you.

 **Ninfa Quiroz** | Community Relations Director
Sea Mar Community Health Centers
8915 14th Ave. South | Seattle, WA | 98108
P 206.764.4700 | Ext 40704 | F 206.764.0494
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Response to Comment BU59-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW611

Sea Mar Community Health Centers (Carmen H. Nazario)

Page 1

From: [Carmen H. Nazario](#)
To: [FWLE](#)
Subject: SR99
Date: Tuesday, May 26, 2015 9:15:03 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
Importance: High

Good Morning,

BUGO-1

The current plan is designated at SR99, however; we already built a new clinic to serve our low income patients in Kent and Des Moines. The SR 99 route would result in wasting public dollars used to build a much needed clinic serving the Des Moines and Kent low-income communities. Please consider this before you extend the Light Rail through to Federal Way.

Thank you very much,



Carmen H. Nazario | [Adm Lab Director](#)
Sea Mar Community Health Centers
8915 14th Ave. South | Seattle, WA | 98108
P 206.763.5754 | Ext 40313 | F 206.763.5761

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Response to Comment BU60-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW612

Sea Mar Community Health Centers (Stephany Maurer)

Page 1

From: [Stephany Maurer](#)
To: [FWLE](#)
Subject: SR99
Date: Tuesday, May 26, 2015 9:51:12 AM
Attachments: [image001.png](#)

BU61-1

I have been made aware that the new Des Moines expansion of light rail into Federal Way would force the tear down of a newly constructed clinic in Des Moines. These clinics are built and funded by public money and serve the low income communities in which we're based. If you were to tear it down, there is no way we could get that money back. It would be a waste of tax payer money. I urge you to consider the three other options available to you: **SR 99 to I-5**, and **I-5 to SR 99**

Thank you for taking the time to read this and consider this important issue.



Stephany Maurer | Phlebotomist
Sea Mar Community Health Centers
9710 State Avenue | Marysville WA | 98270
P 360-657-3082 | Ext 13055 | F 360-657-7910

Response to Comment BU61-1

Please see Response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW584

Local 242 Home Development Corp.

No comments

Page 1

From: [Jermaine Smiley](#)
To: [FWLE](#)
Subject: Federal Way Link Extension
Date: Tuesday, May 26, 2015 3:41:24 PM
Attachments: [Federal Way Link Public Comment-Final.docx](#)

Please find attached comments from the Local 242 Home Development Corp. Please contact me with any questions.

To: Sound Transit
From: Local 242 Home Development Corp.
RE: Federal Way Link Extension Draft EIS Summary

Our board of directors has reviewed the draft EIS summary for the Federal Way Link Extension, and we are writing you to convey our thoughts on the potential route selections and alternatives. Our company owns property located at 22205 Pacific Hwy, Des Moines, WA. ~~We feel that the I-5 alternative is the best route that suits our site.~~ We're currently planning a one hundred forty-eight unit affordable housing project targeted to families making 50%-60% of the AMI. Our site is also located less than one mile from a high school and several middle and elementary schools. ~~helping. Our site can help families~~ eliminate transportation concerns with its proximity to those schools. ~~Our site is also served by~~ RapidRide A line ~~that~~ travels north and south bound ~~on International Blvd. directly Blvd directly~~ in front of our site ~~providing access to the entire region.~~

~~We feel that the I-5 alternative is the best route that suits our site.~~ The I-5 option keeps the relevance of the RapidRide line while allowing a TOD project to be built near two forms of public transportation and several schools. Incorporating an option that ~~competes with 's parallel to~~ the RapidRide A line will only weaken the value of the line. We feel Rapid Ride and traditional bus routes ~~that feed Sound Transit~~ need to be included in the equation for TOD sites. Having multiple forms of public transportation that ~~complement~~ ~~highlight each other's other usefulness.~~ will help create successful TOD projects. Competing forms of public transportation will only confuse the public and waste valuable time and money trying to correct the issue (i.e. Rainier Valley). We hope to work with Sound Transit to determine the best available option for sites similar to ours. Our project and others like it are important to the community and the people we aim to serve. We have also attached letters of support from the Highline School District and Des Moines Mayor, Dave ~~Kaplan~~ Kaplan.

If you have any questions you may contact me at the email address and phone number below.

Sincerely,
Jermaine Smiley
Executive Director
Local 242 Home Development Corp
jsmiley@nwlaborers.org
206-747-6898

Response to Comment BU41-1

All FWLE alternatives and RapidRide A Line are complementary transit services. Since RapidRide A Line has more frequent stops than the light rail, it would act as a feeder service. All FWLE stations were designed to incorporate bus service in coordination with King County Metro. Section 4.2, Land Use, describes the transit-oriented development (TOD) analysis conducted for the project. Access to each station location (including pedestrians, bicycles, transit, and automobiles) was one of the four categories used to assess which station locations would be most supportive of TOD.

Comment [DB1]: Complement each other

Letter FW585

Jameson Babbitt Stites & Lombard, PLLC

No comments

Page 1

From: [Brian E. Lawler](#)
To: [FW-E](#)
Subject: FW: Ltr to Sound Transit w/Attachments DBA Comments - Shamseldin Corporation
Date: Tuesday, May 26, 2015 3:25:53 PM
Attachments: [Ltr to Sound Transit re Comments to Draft Environmental Impact Statement \(w-Attachments\) \(00838653x38ED2\).pdf](#)

Please accept this letter of comment for the DEIS on behalf of the Shamseldin Corporation.

Thank you.

Questions or comments?

Brian

Brian E. Lawler, Of Counsel
Jameson Babbitt Stites & Lombard PLLC
801 Second Avenue, Suite 1000
Seattle, WA 98104
206-292-1994 (Tel)
206-516-3208 (Direct)
206-292-1995 (Fax)
blawler@jbsl.com
www.jbsl.com

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Fax 206.292.1995
801 Second Avenue, Suite 1000
Seattle, Washington 98104
www.jbsl.com

May 26, 2015

Sound Transit
Federal Way Link Extension Draft EIS Comments
401 S. Jackson Street
Seattle, WA 98104

Re: Comments to Draft Environmental Impact Statement
Federal Way Link Extension (April 10, 2015)
Shamseldin Corporation - Tax Parcels (0922049355, 0922049352, 0922049351,
and 0922049350)

Dear Sound Transit:

Introduction

This letter is submitted on behalf of the Shamseldin Corporation, owner of approximately 10.5 acres of commercial property on the west side of SR-99 (International Blvd.) in SeaTac, King County, Washington, between South 208th Street and South 211th Street. This letter is submitted in response to your October 31, 2014 letters to the Shamseldin Corporation and, more importantly, the April 10, 2015 Draft Environmental Impact Statement (DEIS) for the Federal Way Link Extension. This letter is intended to be included as part of the official commenting process under WAC 197-11-455. The comments relate to both the DEIS and the substantive proposal. WAC 197-11-550. For the reasons stated below, the Shamseldin Corporation recommends that Sound Transit select the SR 509/I-5 alignment as its preferred alignment. Alternatively, if Sound Transit selects the SR-99 alignment, then the Shamseldin Corporation recommends that the SR-99 alignment be along the east, not the west side of SR-99 to reduce and mitigate impacts

BU42-1

The Shamseldin Corporation

The Shamseldin Corporation is a family owned corporation, which owns the property referenced above, which is further depicted and shaded in yellow on the attached King County Parcel Viewer Map (Attachment A). The Shamseldin family has owned properties in this immediate area since the 1930's. Dora and Ali Shamseldin moved from Lebanon and began working at the Seven Gables Restaurant across the street. They had four sons while working very hard as a cook and waitress to purchase this 10 acre property. Ali developed cancer but

Response to Comment BU42-1

Please see Response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

No comments

Sound Transit
 Comments to DEIS – Shamseldin Corp.
 May 26, 2015
 Page 2

made Dora a promise to “never sell the property, as it will provide for the family for generations to come.” Dora Shamseldin raised her sons as a single mother, without selling off the family properties. Over time the eldest son, Sam, became the steward of the properties and, over 10 years at great expense and risk, enticed the Christian Faith Center to build a 60,000 foot Class A Office Building, which became the Alaska Airlines Gold Coast Building. The Shamseldin family has nurtured a wonderful working relationship with Alaska Airlines, who also has concerns about the proposed SR 99 West alignment. (See “Impact Analysis” below.) Sam Shamseldin continued to work diligently to develop and bring commercial development to the properties, bringing O’Reilly Auto Parts to the property in 2011. Plans are in the works for further development of the stretch between O’Reilly’s and the Alaska Airlines Gold Coast Building with retail and potential housing. The family has a strong sense of stewardship. Most family members live locally. At the present time, the Shamseldin properties support the local economy and provide over 250 family wage jobs.

The Shamseldin family fully supports mass transit, including the proposed Federal Way Link Extension. The Shamseldin Corporation also supports the City of SeaTac’s vision for economic growth and development along SR-99, including City of SeaTac Resolution 15-008 (May 12, 2015). (Attachment B).

Description of Shamseldin Corporation Properties Impacted by SR-99 West Alignment

Because the DEIS lacks detail on the potential impacts to properties on the west side of SR-99 between South 208th and South 211th Street, the Shamseldin Corporation now provides information to be included in the Final EIS. First, Shamseldin Corporation provides site plans of its properties. Attachments C1-C4 show respectively the existing conditions and possible conditions of a SR 99 West side alignment:

C1 – Shamseldin Property – Existing Site Plan

C2 – Shamseldin Property – Proposed Site Plan – Development of Current Vacant Parcels

C3 – Shamseldin Property – Overlay of an SR 99 West and SR 99 East Alignment

C4 – Shamseldin Property – Overlay of an SR 99 West Alignment and Vertical Elevation

In addition, the Shamseldin Corporation provides photographs of existing conditions and probable conditions. Attachments D1-D6 depict existing conditions with an overlay of the proposed elevated tracks along the west side of SR-99 between South 208th and South 211th Street, as follows:

D1 – View from SR-99 looking west near north boundary of Alaska Airlines building;

Sound Transit
Comments to DEIS – Shamseldin Corp.
May 26, 2015
Page 3

D2 – View from SR-99 looking west near middle of Alaska Airlines building;

D3 – View from SR-99 looking west near the south end of Alaska Airlines building;

D4 – View from SR-99 looking west near between southern boundary of Alaska Airlines building and northerly boundary of parcels under development;

D5 – View from SR-99 looking west toward parcels under development; and

D6 – View from SR-99 looking west near towards the O'Reilly's Building.

The effects of the proposed SR-99 west alignment are described below in both SEPA terms and financial terms.

Impact Analysis for SEPA Purposes

SEPA regulations require that a proposal's effects include direct and indirect impacts caused by a proposal. WAC 197-11-060(4). The anticipated impacts from the SR-99 west alignment are significant within the meaning of SEPA. WAC 197-11-794(1) defines significance as meaning "a reasonable likelihood of more than a moderate adverse impact on environmental quality."

The DEIS, as drafted, does not fully and adequately identify impacts related to the SR-99 alignment, particularly on the west side of SR-99 between South 208th Street and South 211th Street. The significant adverse environmental impacts fall into the categories of (1) impacts to City planning goals and policies, (2) potential displacement of buildings, (3) potential employment losses, (4) potential noise impacts to buildings, and (5) aesthetics.

Impacts to City Planning Policies and Goals. The City of SeaTac has identified three priority goals for land use planning associated with the light rail:

- (1) to minimize the impacts of the Federal Way Link extension on business and residents;
- (2) to facilitate economic development along the alignment; and
- (3) to maintain traffic capacity along SR 99.

[Source: Resolution 15-008, page 2, preamble.]

The proposed SR 509/I-5 alignment is consistent with the City's goals and policies. The proposed SR-99 alignment is inconsistent with the City's goals and policies, resulting in disruption and displacement to existing and planned development along the west side of SR-99.

Impact – Building Displacement – see Attachment C-4

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Response to Comment BU42-2

Appendix D4.2 provides a list of land use policies and discusses the FWLE's consistency with these policies. Section 4.2, Land Use, describes consistency of the FWLE with local land use plans and policies. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide. Appendix D4.1 also provides information about affected properties, including a table of potentially affected parcels. Section 4.3, Economics, describes business and employee displacements. Section 4.7, Noise and Vibration, describes noise and vibration impacts, while Section 4.5, Visual and Aesthetic Resources, describes visual impacts.

Response to Comment BU42-3

Appendix D4.2 describes the project's consistency with City of SeaTac goals and policies. Section 4.2, Land Use, of the Final EIS states that the FWLE is a regional transit authority facility and is therefore considered an essential public facility in the Growth Management Act (GMA) (RCW 36.70A.200). The GMA prohibits local governments from precluding the siting of essential public facilities through their comprehensive plans or zoning. Once a FWLE alternative is selected to be built, the jurisdictions would have a "duty to accommodate" the project in their land use plans and development regulations.

Response to Comment BU42-4

Section 4.3, Economics, of the Final EIS describes estimated business and employee displacements. Employee displacements were based on a number of factors, such as the type of land use and net square footage. It was also assumed that affected buildings would be completely occupied to represent a conservative estimate of affected employment. The EIS displacement model assumed that construction of the 216th West Station Option would impact the parking lot of the Alaska Airlines office, but would not require demolition of the existing building. Therefore, no

Page 4 (continued)

employment displacement impacts are projected for that property. The 216th West Station Option would require displacement of the O'Reilly auto parts store. Based on the type of business and documented building square footage, the displacement model estimated a loss of 19 jobs at that location.

	<p>Sound Transit Comments to DEIS – Shamseldin Corp. May 26, 2015 Page 4</p>
BU42-4	<p><i>Impact – Employment Displacement.</i> If the Alaska Airlines Building is adversely impacted to the point where Alaska Airlines vacated the building, approximately two hundred and fifty (250) jobs will be lost in the City of SeaTac. Impacts are further identified in the May 22, 2015 Letter from Alaska Airlines Inc. (K. Gruen) to Sound Transit re Federal Way Link Extension Draft EIS Comments (Attachment E). If the O'Reilly's Building is adversely impacted to the point where O'Reilly's vacated the building, approximately ten (10) jobs will be lost in the City of SeaTac.</p>
BU42-5	<p><i>Impact – Noise.</i> The DEIS does not adequately identify the noise impacts from a proposed route alignment on the west side of SR-99. Although the DEIS Noise and Vibration Chapter 4.7, the Noise and Vibration Technical Report (Appendix G-3), and the Detailed Vibration Analysis Sheets (Appendix F) discuss noise in a general sense, there is no noise study analysis within and in front of the Shamseldin properties, including at the bases of existing buildings. So, the DEIS sections covering noise do not address the noise impacts for the Shamseldin properties. Please see Exhibits C-1 to C-4 and D-1 to D-6 for additional information of distances and heights between the proposed right of way and the property lines, actual building setbacks and building heights.</p>
BU42-6	<p><i>Impact – Aesthetics.</i> An alignment along the west side of SR-99 and into and adjacent to the Shamseldin properties will be different for each lot / building, but as indicated by Attachments D-1 to D-6. There will be negative and significant aesthetics and view impacts to existing and proposed buildings. Also, the signage for all of the properties and buildings will be impacted based on the proposed light rail alignment on the west side of SR-99.</p>
	<p><u>Financial Impacts</u></p> <p>In addition, Sound Transit should be aware of the significant financial impacts to the Shamseldin Corporation properties as follows:</p> <p>If the Alaska Airlines Building (Parcel No. 0922049355) is impacted in a manner that results in the displacement of Alaska Airlines, the anticipated lost income from the remaining term of a ninety nine (99) year ground lease is approximately \$171,000,000 (One Hundred Seventy One Million Dollars). If the Alaska Airlines Building is not fully impacted as above, but is impacted by elevated rails, noise and vibration, the Shamseldin Corporation has reason to anticipate the building would lose its Class A economic status and become a Class B building, with an attendant loss, which we are not yet fully able to calculate, but which would be significant over the useful life of the building.</p> <p>If the O'Reilly's Building (Parcel No. 0922049093) is fully impacted in a manner that displaces O'Reilly's, which has a twenty (20) year tenant lease with two five year extensions. The anticipated lost income is approximately \$6,000,000 (Six Million Dollars).</p>
BU42-7	
	<p>L:\043616\07-00038503.DOC V1.BBL</p>

Response to Comment BU42-5

Section 4.7.2.2 of the Final EIS and Section 4.0 of the Noise and Vibration Technical Report (Appendix G3 of the Final EIS) describe the criteria used to evaluate FLWE noise and vibration impacts, which are defined by the Federal Transit Administration (FTA) for transit-related noise and vibration. Under the FTA regulations, commercial properties are generally not considered noise-sensitive. Therefore, there are no noise impacts identified at any of these properties.

Response to Comment BU42-6

The assessment of aesthetic impacts for the FWLE is based on the visual assessment methodology developed by the Federal Highway Administration (FHWA), which is described in Appendix G5, Visual and Aesthetic Resources Technical Report. It focuses on impacts on sensitive viewers and potential for change to the existing visual quality. People working in offices or other buildings of employment are not considered sensitive viewers because they are engaged in their work activity and are not in the buildings to enjoy views. The visual quality of the areas where the SR 99 Alternative would pass near the properties described in this letter is considered low due to the current utilitarian appearance of the area from extensive parking lots, undeveloped areas, and utilitarian buildings. The elevated guideways would be seen from some of these properties and would add large-scale elements to the view, but would not further reduce the existing low visual quality. The elevated guideway would not be seen by sensitive viewers or block views of Puget Sound or the Olympic Mountains.

Sound Transit
Comments to DEIS – Shamseldin Corp.
May 26, 2015
Page 5

BU42-7 The Shamseldin Corporation properties have been part of long term master plan for redevelopment (including the Alaska Airlines Gold Coast Building and the O'Reilly's auto parts store. The remaining undeveloped other parcels (#0922049352; 0922049341; 0922049351; 0922049350), would be impacted by a route alignment on the west side of SR-99, for an anticipated loss of \$18,000,000 (Eighteen Million Dollars) in anticipated rental income over a twenty (20) year period. If these parcels are not fully impacted, then their development potential is still likely to be significantly diminished by the presence of elevated tracks along the SR-99 frontage with the attendant noise and vibration impacts. These potential financial impacts are significant.¹

Recommendation

BU42-8 Thank you for the consideration of these comments. The Shamseldin Corporation respectfully recommends that Sound Transit select as its preferred alignment the SR 509/I-5 alignment, which has also been strongly recommended by the City of SeaTac. Alternatively, if Sound Transit selects the SR-99 alignment, then the Shamseldin Corporation recommends that the alignment be along the east, not the west side of SR-99 to reduce and mitigate impacts.

Best regards,

JAMESON BABBITT STITES
& LOMBARD, P.L.L.C.



By: Brian E. Lawler
Of Counsel

cc: Client

Response to Comment BU42-7

Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

Response to Comment BU42-8

Please see Response to Common Comment 11.

¹ This financial analysis is preliminary only. The Shamseldin Corporation reserves all rights to seek full and adequate compensation for any total or partial takings.

Sound Transit
Comments to DEIS – Shamseldin Corp.
May 26, 2015
Page 6

No comments

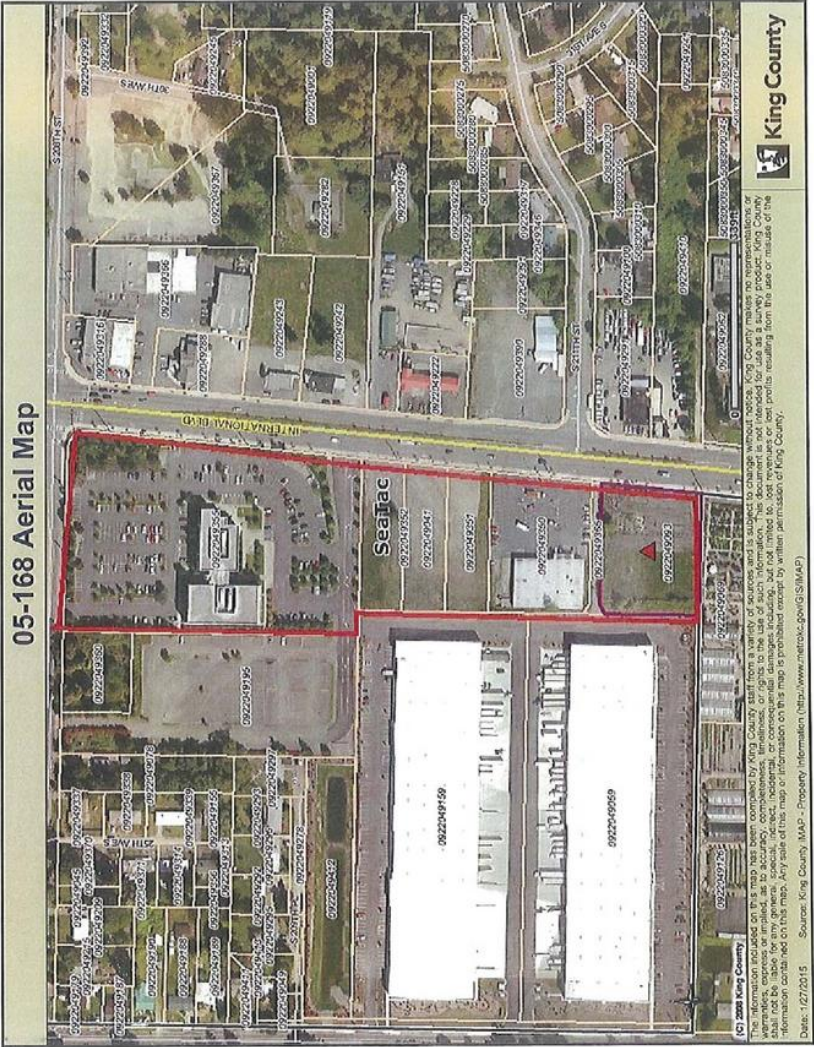
Attachments:

- A - Parcel Map
- B - City of SeaTac Resolution 15-008 (May 12, 2015)
- C1 - Shamseldin Property – Existing Site Plan
- C2 - Shamseldin Property – Proposed Site Plan – Development of Current Vacant Parcels
- C3 - Shamseldin Property – Overlay of an SR 99 West and SR 99 East Alignment
- C4 - Shamseldin Property – Overlay of an SR 99 West Alignment and Vertical Elevation
- D1 - View from SR-99 looking west near north boundary of Alaska Airlines building
- D2 - View from SR-99 looking west near middle of Alaska Airlines building
- D3 - View from SR-99 looking west near the south end of Alaska Airlines building
- D4 - View from SR-99 looking west near between southern boundary of Alaska Airlines building and northerly boundary of parcels under development
- D5 - View from SR-99 looking west toward parcels under development
- D6 - View from SR-99 looking west near towards the O'Reilly's Building
- E - May 22, 2015 Letter from Alaska Airlines Inc. (K.Gruen) to Sound Transit re Federal Way Link Extension Draft EIS Comments.

ATTACHMENT A

No comments

No comments



No comments

ATTACHMENT B

*No comments*RESOLUTION NO. 15-008

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEATAAC, WASHINGTON, ENDORSING A PREFERRED SR 509/I-5 ALIGNMENT OF SOUND TRANSIT'S FEDERAL WAY LINK EXTENSION WITHIN SEATAAC CITY LIMITS.

WHEREAS, in 2008 the voters authorized Sound Transit to proceed with an expansion of their Link light rail system to include service from SeaTac to Federal Way approved under the Sound Transit 2 (ST2) Plan; and

WHEREAS, the provision of light rail service aligns with the City Council's vision of SeaTac being a premier global community offering a solid, sustainable economy and a healthy, inclusive and vibrant quality of life; and

WHEREAS, expansion of the light rail system throughout the region including the opening of the University of Washington and Angle Lake stations in 2016 and eventual connections south to Tacoma and north to Everett offers enhanced access to expanded employment, education, health care and other services that support SeaTac residents; and

WHEREAS, current City of SeaTac comprehensive plan policy language as adopted in the 2009 plan amendments specifically calls for an alignment along the west side 28th Avenue South and International Boulevard (State Route 99) to South 216th Street to minimize impacts in SeaTac; and

WHEREAS, Sound Transit's analysis of potential routes and stations for the Federal Way Link Extension evolved significantly over the past two years with the addition of an alternative that parallels State Route 509 and Interstate 5 and exploration of an additional below-ground station at South 216th Street on International Boulevard; and

WHEREAS, new City of SeaTac comprehensive plan policy language under development would remove the strict preference enumerated in the 2009 amendment and allow the City

No comments

Council to express a preference for any alignment that minimizes disruptions to private and public property owners, businesses and residents and causes minimal adverse aesthetic, economic and environmental impacts; and

WHEREAS, the City Council will not formally adopt the new policy language regarding the preferred alignment for the Federal Way Link Extension until June 2015 but has expressed agreement in concept; and

WHEREAS, the City Councils of the City of SeaTac and Des Moines collaboratively developed a framework of prioritized goals and principles to guide decision making on light rail extension and station locations through the respective cities; and

WHEREAS, the top three priority goals of the two cities are to minimize the impacts of the Federal Way Link Extension on business and residents, facilitate economic development along the alignment, and maintain traffic capacity along SR 99 and at the Kent/Des Moines intersection; and

WHEREAS, the SeaTac City Council received a presentation from Sound Transit staff on April 14, 2015, that detailed specific impacts in SeaTac for the potential alignments; and

WHEREAS, the SeaTac City Council prefers the SR 509/I-5 alignment, which minimizes the impacts of the Federal Way Link Extension within SeaTac city limits; and

WHEREAS, the City of SeaTac wishes to make Sound Transit aware of the City's preferences on potential alignments to ensure they will be considered by the Sound Transit Board in determining a preferred alternative.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON, HEREBY RESOLVES as follows:

Section 1. The SeaTac City Council hereby takes an official position in strong support of a SR 509/I-5 alignment as illustrated in Exhibits ES11 and ES12 in Executive Summary of the Draft

No comments

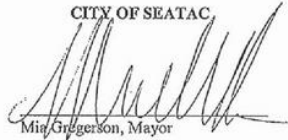
Environmental Impact Statement April 2015 within the SeaTac municipal boundaries.

Section 2. That the City will work with Sound Transit on the preferred alternative above for the Federal Way Link Extension Final Environmental Impact Statement to address mutual and respective goals.

Section 3. That this Resolution shall take effect and be in full force upon passage and signatures hereon.

PASSED this 12th day of May, 2015 and signed in authentication thereof on this 12th day of May, 2015.

CITY OF SEATAC



Mia Gregerson, Mayor

ATTEST:



Kristina Gregg, City Clerk

Approved as to Form:



Mary E. Mirapó Bartolo, City Attorney

[2015 Federal Way Link Extension Preferred Alignment]

No comments

*Agenda Bill 0 3693
Page 2*

ALTERNATIVE(S):

1. Council may adopt the resolution with a specific preferred alignment within SeaTac City limits. This would express the current desire of the body. Staff recommends this occur prior to the ST Board's consideration to maximize the impact of the City Council's expressed preference.
2. Council may adopt the resolution only affirming the principles and goals as identified in the proposed Comprehensive Plan policy language and framework, and in consideration of past communication as developed with the City of Des Moines and comment following the Board's action. This option, although feasible, does not maximize the opportunity to influence the Board's decision.
3. Council may choose not to adopt a resolution with a preferred alignment. This is not advised if the City Council has a strong preference.

ATTACHMENTS:

None.

No comments

SeaTac City Council
REQUEST FOR COUNCIL ACTION
 Department Prepared by: City Manager's Office

Agenda Bill #: 3693

TITLE: A resolution endorsing a preferred SR 509/I-5 alignment of Sound Transit's Federal Way Link Extension within SeaTac city limits.

<input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Info. Only <input type="checkbox"/> Other		April 29, 2015
Date Council Action Requested: <u>5/12/2015 RCM</u>		
Ord/Res Exhibits:		
Review Dates: <u>October 23, 2012 CSS, December 11, 2012 CSS, March 26, 2013 CSS, June 25, 2013 CSS, November 12, 2013 CSS, June 24, 2014 CSS, March 12, 2015 CSS, April 14, 2015 CSS, April 28, 2015 CSS</u>		
Prepared By: <u>Gwen Voelgel</u>		
Director: <u>[Signature]</u>	City Attorney: <u>[Signature] SeaTac City Atty</u>	
Finance: <u>[Signature]</u>	BARS #: _____	
City Manager: <u>[Signature]</u>	Applicable Fund Name: <u>N/A</u>	

SUMMARY: This resolution endorses a preferred SR 509/I-5 alignment of Sound Transit's Federal Way Link Extension within SeaTac city limits.

DISCUSSION / ANALYSIS / ISSUES: Sound Transit released the Draft Environmental Impact Statement (DEIS) for the 7.6-mile Federal Way Link Extension on April 10. The extension would begin at SeaTac's Angle Lake Station at South 200th Street and connect to Kent/Des Moines by 2023. Environmental analysis also includes the segment from Kent/Des Moines to the Federal Way Transit Center, which will occur as funding becomes available.

City staff will provide technical comments to Sound Transit on the DEIS. Concurrently, the City Council has expressed an interest in taking a position on a preferred alignment and relaying that position to the Sound Transit Board prior to the Board's decision on a preferred alignment to be studied further in the Final Environmental Impact Statement. That Board Decision is slated to occur sometime in mid-summer and as early as June 2015.

The Council has received regular updates from Sound Transit on the Federal Way Link Extension as route and station options have evolved over the past two years as enumerated above. In addition, the SeaTac City Council approved a list of shared prioritized goals and principles developed with the City of Des Moines on May 14, 2013.

Following a presentation on the Sound Transit DEIS at the April 14 City Council Study Session, the Council requested staff bring forward a resolution expressing a preferred alignment with the actual identification of that alignment left blank to facilitate a Council discussion on April 28. On April 28, Council directed staff to revise the resolution to indicate a preference for the SR 509/I-5 alignment within SeaTac city limits for consideration at the May 12 Regular Council Meeting.

RECOMMENDATION(S): None.

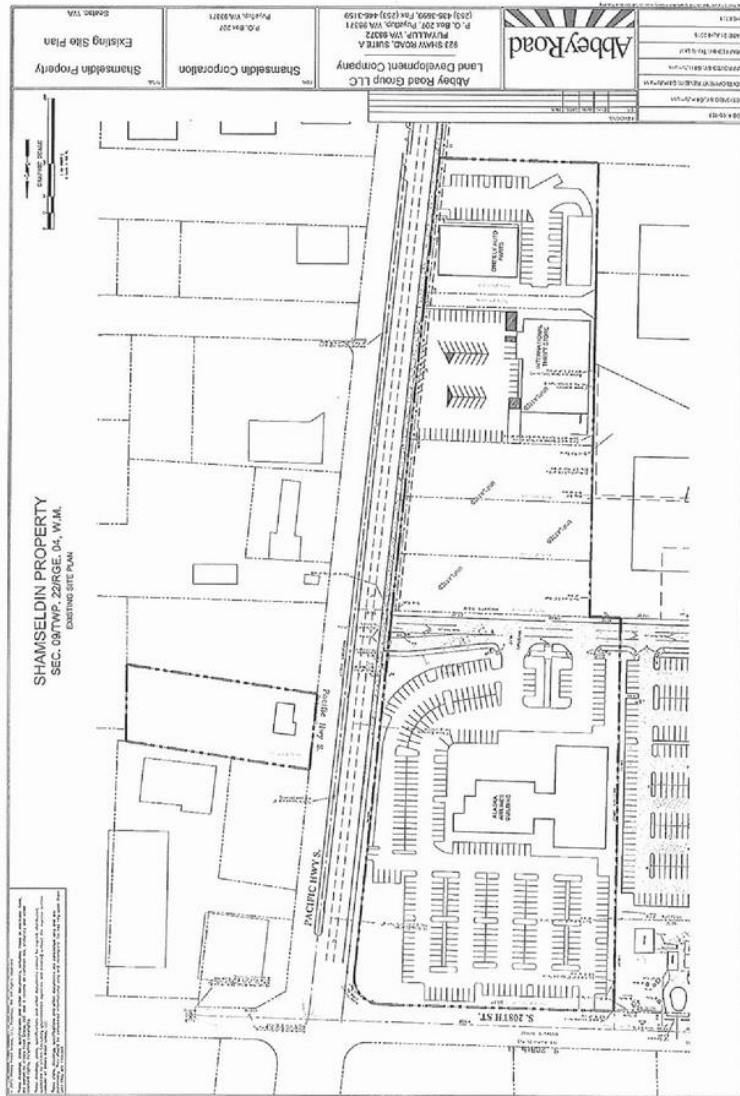
FISCAL IMPACT: None.

Agenda Bill Form Revised: February 15, 2011

ATTACHMENT C-1

No comments

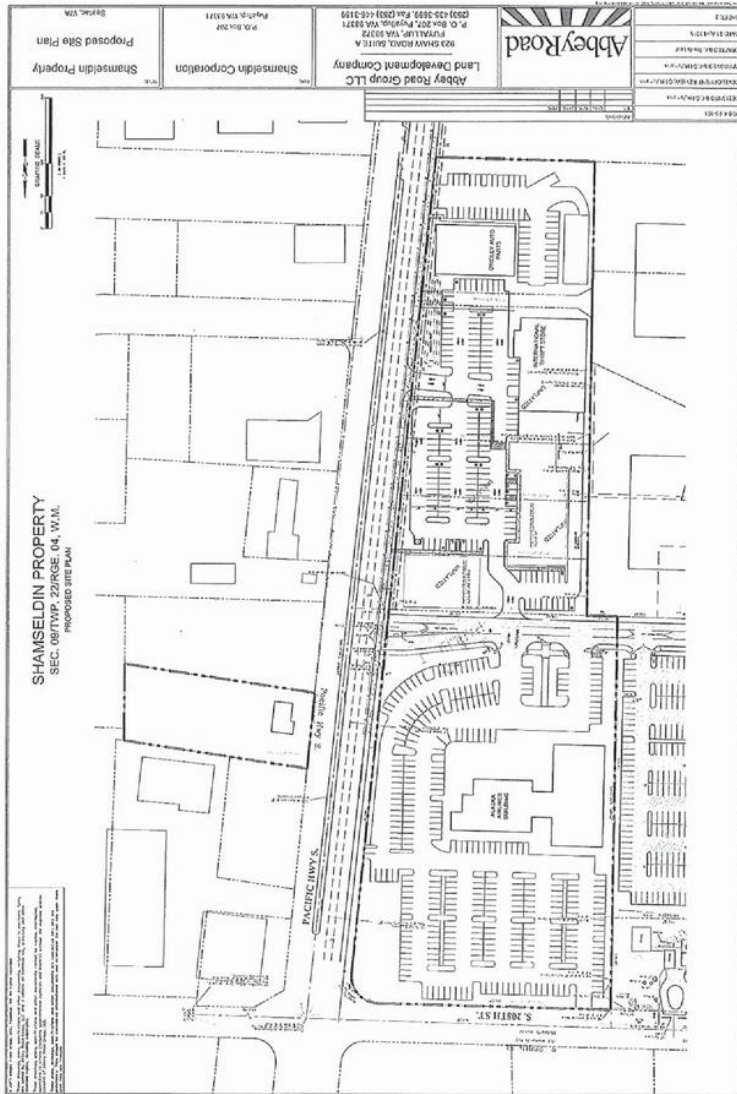
No comments



ATTACHMENT C-2

No comments

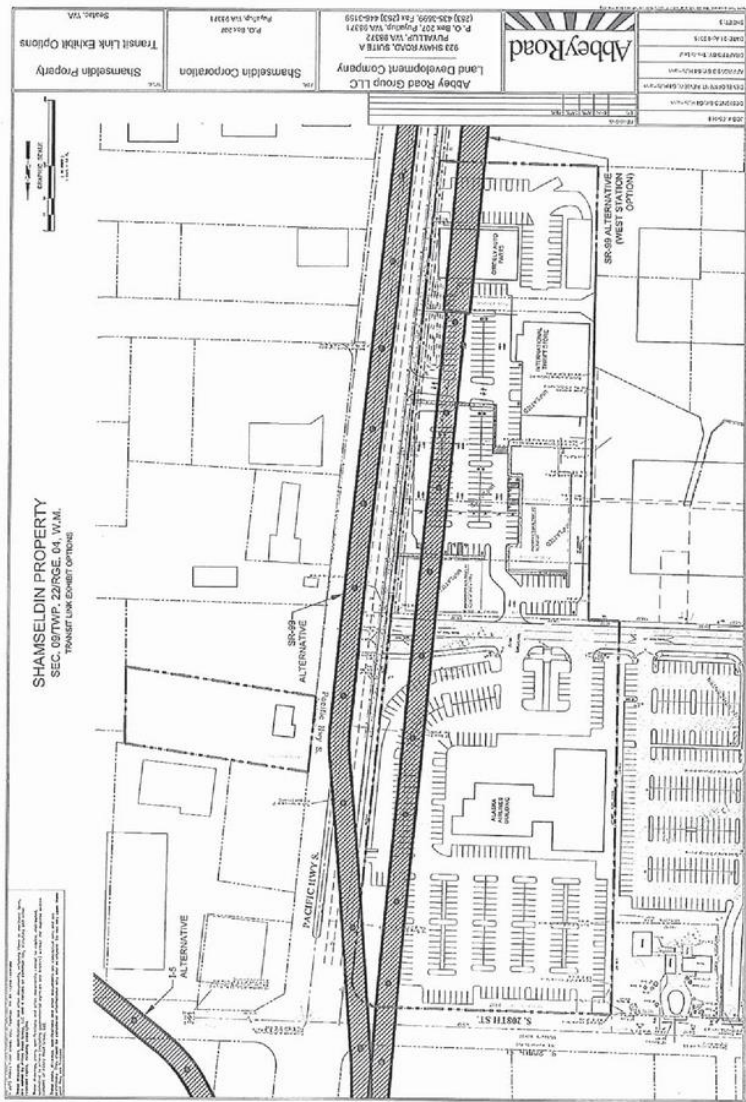
No comments



ATTACHMENT C-3

No comments

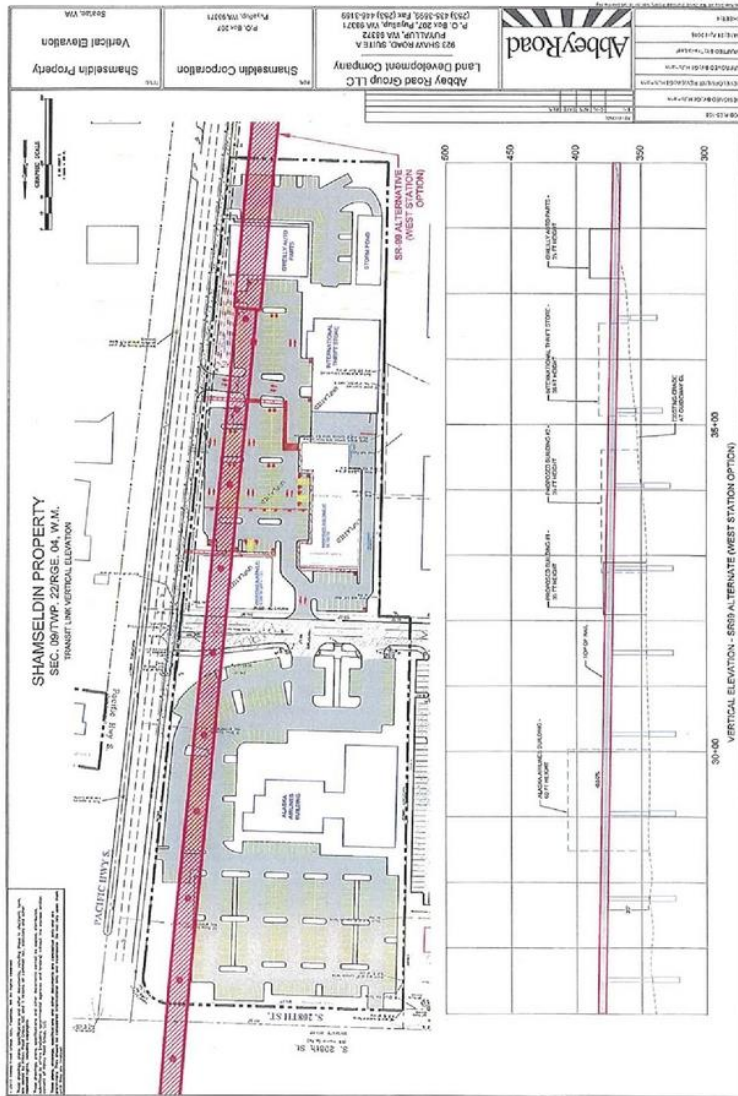
No comments



ATTACHMENT C-4

No comments

No comments



ATTACHMENT D-1

No comments

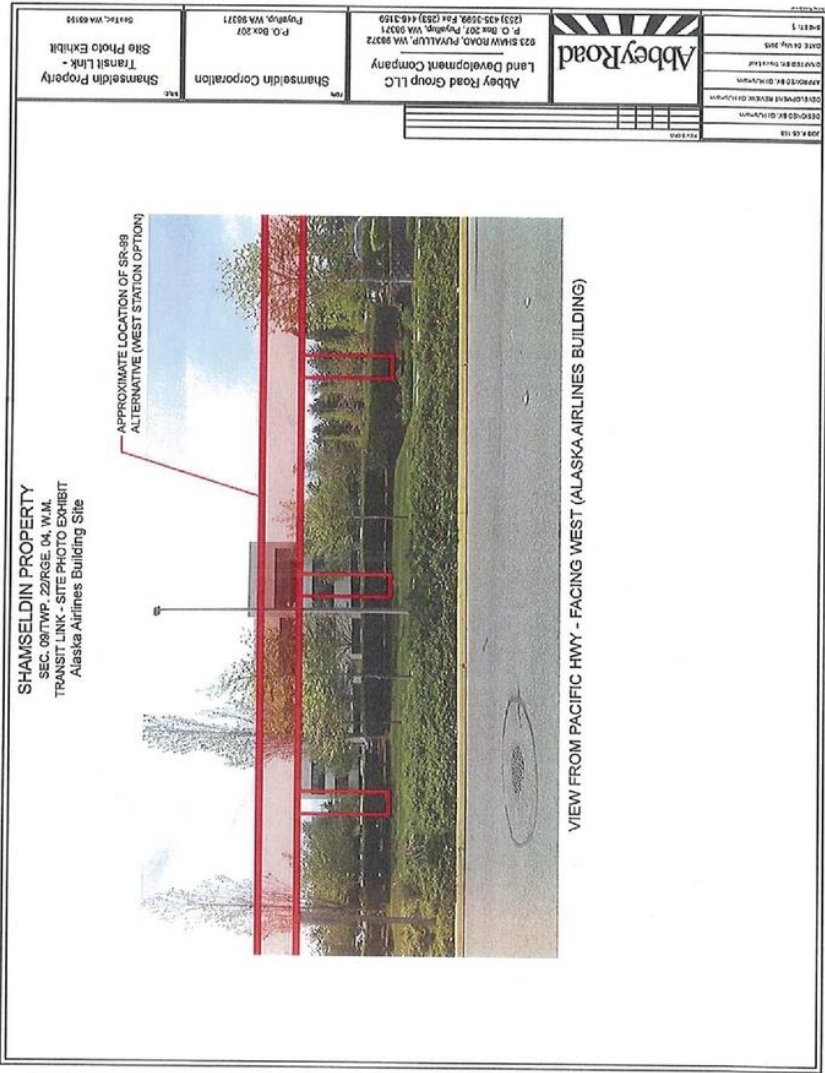
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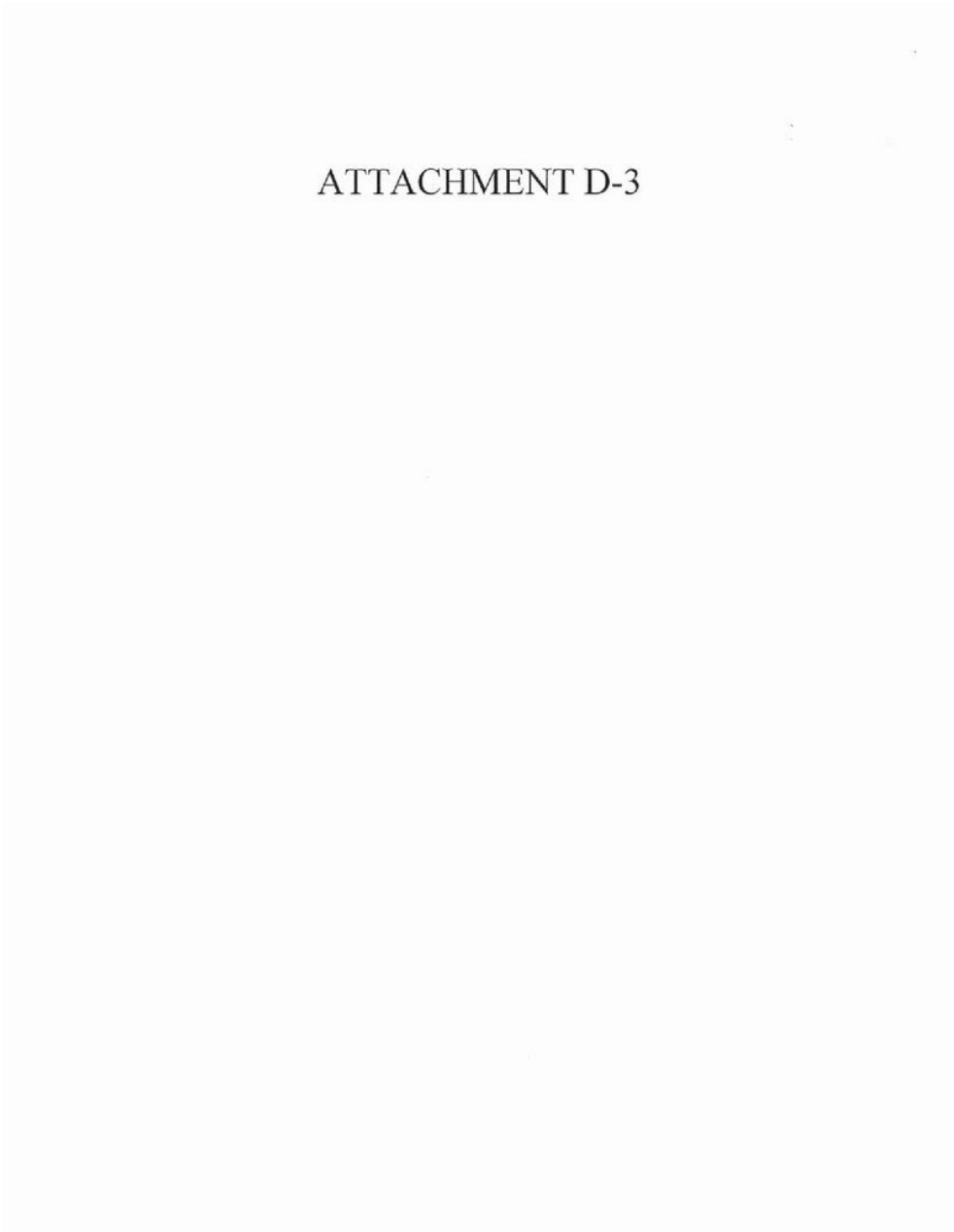


ATTACHMENT D-2

No comments

No comments





No comments

No comments

APPROXIMATE LOCATION OF SR-99
ALTERNATIVE (WEST STATION OPTION)

VIEW FROM PACIFIC HWY - FACING WEST (ALASKA AIRLINES BUILDING)

SHAMSELDIN PROPERTY
SEC. 09(TWP. 23)RGE. 04 W.1N.
TRANSIT LINK - SITE PHOTO EXHIBIT
Alaska Airlines Building Site

SECTION 04 W.1N.

RGE. 04 W.1N.

TWP. 23 RGE. 04 W.1N.

SECTION 04 W.1N.

SECTION 04 W.1N.

Shamseldin Property
Transit Link
Site Photo Exhibit

Shamseldin Corporation
P.O. Box 207
Ferguson, WA 98337

Abbey Road Group LLC
Land Development Company
923 SHAW ROAD, PUYALLUP, WA 98372
(253) 438-3292, Fax (253) 463-1152

AbbeyRoad

SECTION 04 W.1N.
TWP. 23 RGE. 04 W.1N.
RGE. 04 W.1N.
SECTION 04 W.1N.

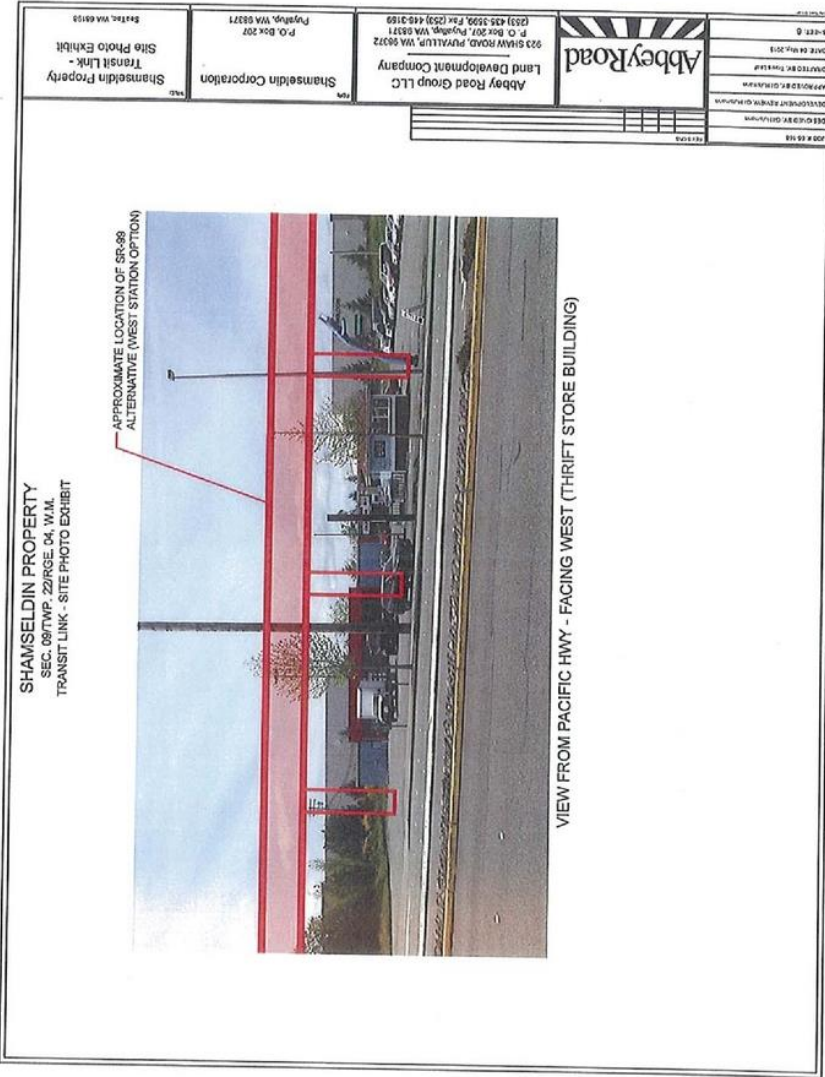
ATTACHMENT D-4

No comments

ATTACHMENT D-5

No comments

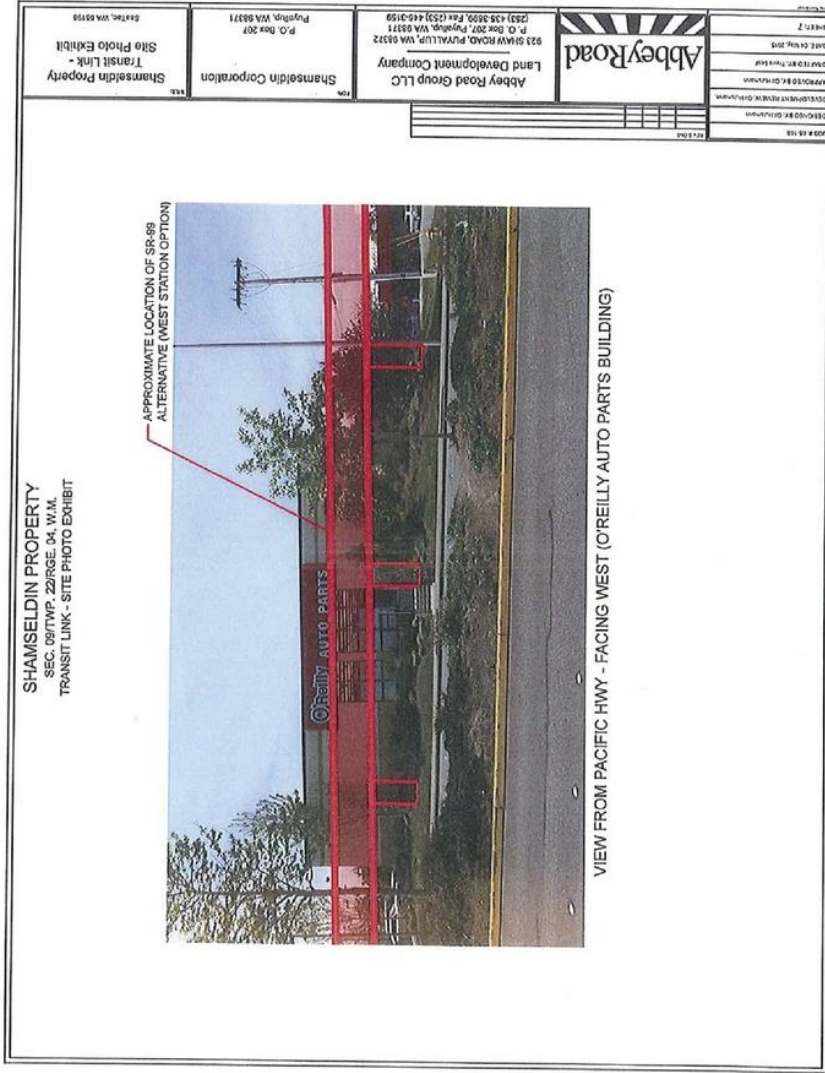
No comments



ATTACHMENT D-6

No comments

No comments



No comments

ATTACHMENT E

No comments

May 22, 2015

Sound Transit
 401 South Jackson Street
 Seattle, WA 98104
 Attention: Federal Way Link Extension Draft EIS Comments

Dear Sir or Madam:

Please accept the following comments on the draft Federal Way Link Extension Environmental Impact Statement ("EIS"). Alaska Airlines, Inc. and its sister company, Horizon Air Industries, Inc., employ over 6,000 workers in the Seattle area. Alaska Airlines is the largest employer in the City of SeaTac. The majority of our employees commute from South King County to the airport area in the City of SeaTac. As such, we support light rail expansion which will provide additional transportation options for our employees, contractors and customers to the airport area.

After reviewing the route alternatives in the EIS, we support the I-5 alternative. Based on the EIS estimates, this alternative is generally less expensive and results in less business impact without significantly affecting estimated light rail travel time and daily ridership. We believe International Boulevard is better served by local bus service rather than longer light rail segments. The SR 99 route alternatives, especially those that cut along the west side of SR99, would cause significant business disruption, including at the Alaska Airlines' Gold Coast Center facility located at 20833 International Boulevard. We anticipate the light rail construction at this location will have significant negative impact to the property, resulting inconvenience to the building occupants, temporary and/or possible permanent loss of parking, removal of many mature trees in the guideway path, and ultimately disruptions to our operations at the building.

In addition, we have serious concerns regarding light rail construction impact on our other property on the extended light rail line, the Alaska Airlines McGee Building at 20313 28th Avenue South. This building is Alaska Airlines' data center; impacts to this building could significantly disrupt or even shut down our airline operation. Sound Transit must work closely with Alaska Airlines to coordinate any construction work around this facility. Draft construction drawings in the EIS indicate a temporary construction easement area may result in loss of parking at the McGee Building. Parking at this facility is already at maximum with few nearby alternatives. We urge Sound Transit to develop strategies to limit construction impacts to maintain the current level of building parking and ensure business continuity at this critical facility.

Thank you for this opportunity to comment on the EIS. We look forward to working closely with the Sound Transit on this phase of the light rail project.

Sincerely,

ALASKA AIRLINES, INC.

A handwritten signature in blue ink, appearing to read "Karen Gruen".

Karen Gruen
 Vice President
 Corporate Real Estate

Letter FW613

IHB Architects

No comments

Page 1

From: imadh123@gmail.com on behalf of [Imad Bahbah](#)
To: [FWLE](#)
Cc: [Tony Hblu](#); [Howard Montoure](#); garol@ihbarchitects.com; [Nathan Ruscich](#)
Subject: Federal Way Link Extension - Public Comment
Date: Tuesday, May 26, 2015 4:44:59 PM
Attachments: [Highline Place Draft RIS Comments.pdf](#)

Please accept our statement and add it to the public record. Thank you.

Sincerely,

Imad H. Bahbah, Principal Architect
Direct: 253-468-7696

IHB Architects
21620 84th Ave. S., Ste. 200
Kent, WA 98032
ihbarchitects.com

*No comments***IHB Architects**

Architecture * Planning * Feasibility * Project Management

Imad H. Bahbah, Principal

May 26, 2015

To: Sound Transit

From: IHB Architects and Highline Place, LLC
21620 84th Ave. S., Suite 200
Kent, WA 98032

Re: Comments to Draft EIS - Federal Way Link Extension

To Whom It May Concern:

IHB Architects is the architect for Highline Place, a newly planned 324-unit mixed-use project at the NW corner of S. 236th St and Pacific Hwy South. On behalf of the property owner, Highline Place, LLC, we would like to offer our position for the alignment and station options.

First, a brief overview. This project is being developed by an off-shore development group, Highline Place, LLC, lead by Managing Partner Haibin "Tony" Liu. It has been planned as a market-rate apartment project, recognizing both the need for student housing for the adjacent Highline College demographic and the need for market-rate housing, due to considerable job-growth in the Des Moines area. It will also be a catalyst for future Transit Oriented Development by virtue of the Federal Way Link Extension project and it's proximity to the future station nearby.

Phase 1 - Currently in Design Development and SEPA Phase

Phase 1 consists of Building A, a 99,650 sf building with 2 levels of underground parking (31,000 sf), 2 levels of office space (27,400sf) and 44 market-rate apartments on 4 levels (41,000 sf) for a total of 6 levels above grade. Amenities include spectacular views, private resident decks, a fitness center and a rooftop community space with BBQ. Phase 1 also consists of temporary site work, play area/open space, partial courtyard and landscape improvements, half-street improvements at S. 236th, utility connections, temporary storm-water detention pond and on-grade parking.

Phase 2 - Currently Planned as Future EB-5

Phase 2 consists of Building B, a 344,000 sf building with 2-3 levels of underground and daylight parking (117,000 sf), including about 6,000 sf of retail at grade and 280 market-rate apartments on 5 levels (227,000 sf) for a total of 6 levels above grade. Amenities will also include spectacular views, private resident decks, a fitness center and a rooftop community space with BBQ. Phase 2 also consists of a landscaped courtyard, play area/open space and final street improvements.

Preferred Alignment

FW613-2

BU62-1

There are significant business and residential displacements (and the impacts of these displacements) to both the SR 99 and I-5 Alternatives. From a business and economic standpoint, Highline Place, LLC prefers the 1-5 Alternative, which offers lower business displacement, higher opportunities for SR 99 corridor re-development and TOD maximization, and lower impacts to existing business activity overall on the SR 99 corridor. A tall, obtrusive guideway along SR 99 would not be very attractive to new businesses, apartments and retailers due to view, noise, construction down-time and vibration issues.

Preferred Station Location

In order to maximize the potential for a vibrant TOD development opportunity, we are in favor of the 99 East Station Option. By having the station here, it would have several significant benefits for the neighborhood and Highline College:

BU62-2

- would create a vibrant TOD hub including the station, Highline Place, Highline College campus and future TOD development south of our property to 240th.
- minimize noise impacts to our proposed office and apartment uses
- provides easy pedestrian access to our project, Highline College as well as adjacent retail uses
- maintain our site intact as a planned mixed-use development
- an overhead pedestrian bridge would provide safe crossing for transit and non-transit users alike

BU62-3

We would also request accommodations for a soundwall along the west side of the guideway, to further minimize impacts to the apartments and offices we're planning.

Thank you for considering our opinions.

Regards,



Imad H. Bahbah
Principal Architect for IHB Architects

cc: Haibin "Tony" Liu, Managing Partner for Highline Place, LLC
Howard Montoure, Real Estate Broker

Response to Comment BU62-1

Please see Response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment BU62-2

The Sound Transit Board identified the SR 99 East Station Option as part of the Preferred Alternative. Through stakeholder workshops, the station location was refined to be on the west side of 30th Avenue S. Please see Response to Common Comment 4 regarding the pedestrian bridge.

Response to Comment BU62-3

Section 4.7, Noise and Vibration, describes the noise and vibration impacts that would occur from the light rail and traffic accessing the station. All planned and permitted buildings were analyzed for noise and vibration impacts as if they were constructed. The current land use in the northwest corner of Pacific Highway and S 236th Street is commercial, and therefore this property was analyzed as a commercial use, which is not noise-sensitive under the Federal Transit Administration (FTA) noise criteria. Sound walls are included in some portions of this area where impacts on sensitive receivers were identified.

If new sensitive receivers are identified during final design, they will be analyzed during the final design noise analysis. The noise analysis will be updated during final design and any new buildings not included in the Final EIS analysis would be analyzed at that time.

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