



Operations and Maintenance Facility South

Final Environmental Impact Statement

Appendix L: Draft EIS Comments and Responses



June 2024

Acronyms and Abbreviations

| | |
|-------------------|--|
| AADT | Average Annual Daily Trips |
| ADA | Americans with Disabilities Act |
| APE | Area of Potential Effects |
| Belmor | Belmor Mobile Home Park |
| BMP | best management practice |
| Board | Sound Transit Board of Directors |
| BPA | Bonneville Power Administration |
| Btu | British thermal unit |
| CFR | Code of Federal Regulations |
| CO ₂ e | carbon dioxide equivalents |
| Corps | U.S. Army Corps of Engineers |
| DAHP | Washington State Department of Archaeology and Historic Preservation |
| dB | decibel |
| dBA | A-weighted decibels |
| Ecology | Washington State Department of Ecology |
| EA | environmental assessment |
| EDNA | Environmental Designation for Noise Abatement |
| EDR | Environmental Data Resources, Inc. |
| EIS | environmental impact statement |
| EMF | electromagnetic field |
| EPA | U.S. Environmental Protection Agency |
| ESA | Endangered Species Act |
| FAZ | Forecast Analysis Zone |
| FEMA | Federal Emergency Management Agency |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| FWLE | Federal Way Link Extension |
| GHG | greenhouse gas |
| GIS | geographic information system |
| HB | House Bill |
| Hz | hertz |
| I-5 | Interstate 5 |
| in/sec | inches per second |

| | |
|------------------------------|---|
| KCRHP | King County Register of Historic Places |
| kV | kilovolt |
| Ldn | day-night sound level |
| LEED | Leadership in Energy and Environmental Design |
| Leq | equivalent sound level |
| LID | low-impact development |
| LiDAR | light detection and ranging |
| LOS | level of service |
| LRV | light rail vehicle |
| Metro | King County Metro Transit |
| MOW | Maintenance of Way |
| mph | miles per hour |
| MTCO _{2e} | metric ton carbon of dioxide equivalents |
| NAAQS | National Ambient Air Quality Standards |
| NEPA | National Environmental Policy Act |
| NHPA | National Historic Preservation Act |
| NPDES | National Pollutant Discharge Elimination System |
| NRHP | National Register of Historic Places |
| OMF | operations and maintenance facility |
| OMF South | Operations and Maintenance Facility South |
| PCE | passenger car equivalent |
| PM | particulate matter |
| PPCD | Prospective Purchaser Consent Decree |
| PSE | Puget Sound Energy |
| PSRC | Puget Sound Regional Council |
| Puyallup Tribe of Indians | Puyallup Tribe of the Puyallup Reservation |
| PVC | polyvinyl chloride |
| RCA | Resource Conservation Area |
| RCW | Revised Code of Washington |
| RMS | root mean square |
| ROD | Record of Decision |
| SEPA | State Environmental Policy Act |
| Sound Transit | Central Puget Sound Regional Transit Authority |
| Sound Transit 3 | Sound Transit 3: The Regional Transit System Plan for Central Puget Sound |

| | |
|---------|---|
| SOV | single occupant vehicle |
| SPU | Seattle Public Utilities |
| SR | State Route |
| ST3 | Sound Transit 3 |
| TCE | temporary construction easements |
| TDLE | Tacoma Dome Link Extension |
| TPSS | traction power substations |
| TWSC | two-way stop controlled |
| v/c | volume-to-capacity |
| VdB | vibration decibels |
| WAC | Washington Administrative Code |
| WDFW | Washington State Department of Fish and Wildlife |
| WDNR | Washington State Department of Natural Resources |
| WHR | Washington Heritage Register |
| WISAARD | Washington Information System for Architectural and Archaeological Records Data |
| WSDOT | Washington State Department of Transportation |
| WSLE | West Seattle Link Extension |

1 INTRODUCTION

Sound Transit received 272 communications providing comments on the State Environmental Policy Act (SEPA) Draft Environmental Impact Statement (EIS) published in 2021 (herein referred to as the 2021 Draft EIS) and 58 communications on the National Environmental Policy Act (NEPA) Draft/SEPA Supplemental Draft EIS published in 2023 (herein referred to as the 2023 Draft EIS). Copies of the letters are attached along with Sound Transit's responses to specific, substantive comments. Communications are grouped by Tribes, agencies, businesses and community organizations, and individuals.

1.1 Responses to Common Comments

Sound Transit reviewed all comments submitted during both comment periods. Many of the comments expressed similar themes, such as support for a particular alternative or concern about a specific issue. Table L.1-1 below provides responses to the most common comments. These responses are also referenced in the response to comments in Appendices L1 and L2, using the common comment number found in the first column of the table.

Table L.1-1 Responses to Common Comments

| Number | Common Comment | Response |
|--------|--|--|
| 1 | Sound Transit underestimated the impacts associated with business and employee displacements. The EIS should report an accurate number of employee displacements, or the total number of jobs gained or lost. Specifically, neither Ellenos Yogurt nor GarageTown could be easily relocated, and the impacts to those properties are not characterized adequately. GarageTown comprises multiple owners. | <p>The number of displaced employees is based on the business building size (taken from King County Department of Assessment data) and the type of business activity using square-foot-per-employee factors from the U.S. Department of Energy and the Institute for Transportation Engineers. While not an actual survey of businesses, it allows an equal comparison among alternatives without having to access confidential or proprietary business information.</p> <p>The Final EIS does not calculate a net job gain or loss because relocation decisions are determined by individual business owners. Some displaced businesses may choose to relocate, while others may choose to permanently close when their property is purchased. As described in Section 3.3, Acquisitions, Displacements, and Relocations, Sound Transit provides relocation assistance to displaced businesses and, on past projects, has successfully helped many businesses that chose to relocate within the project area. To estimate the number of GarageTown owners, Sound Transit used GarageTown's website to count the number of displaced units.</p> <p>The Final EIS acknowledges that both Ellenos Yogurt and GarageTown are unique facilities that would be challenging to relocate. This is described in Section 3.3, Acquisitions, Displacements, and Relocations.</p> |
| 2 | There would be too many residential displacements with either of the alternatives in Federal Way. Many of these displacements would affect lower income and/or elderly residents. Relocation of residents of Belmor Mobile Home Park is of particular concern. | <p>The Preferred Alternative would displace up to 97 residences, mostly concentrated in the Belmor residential area. Section 3.3, Acquisitions, Displacements, and Relocations, describes the relocation benefits for displaced residents (both owners and tenants); it also provides specific information about relocation of mobile homes.</p> <p>Displacements from all alternatives would occur in areas with concentrations of minority and low-income populations. Appendix E, Environmental Justice Assessment, discusses how displacements would affect low-income and minority populations and how Sound Transit would provide advisory</p> |

Table L.1-1 Responses to Common Comments (continued)

| Number | Common Comment | Response |
|--------|---|--|
| | | <p>services to help find comparable housing for these residents.</p> <p>For properties that require relocation, Sound Transit's policies and procedures comply with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Washington State's relocation and property acquisitions requirements. In some cases, Sound Transit provides advisory services to property owners above the minimum requirements of federal and state law. Sound Transit would compensate affected property owners in accordance with Sound Transit's Real Estate Property Acquisition and Relocation Policy, Procedures, and Guidelines (Sound Transit 2017). Benefits would depend on the level of impact, available relocation options, and other factors.</p> <p>Sound Transit would offer relocation assistance that includes compensation and supporting services that consider the needs of those being relocated in order to help reduce inconveniences or hardships. Sound Transit would also satisfy federal and state requirements for residential relocation, which define a "comparable replacement dwelling" as having the following attributes:</p> <ul style="list-style-type: none"> • Decent, safe, and sanitary • Adequate in size to accommodate the occupants • Within the financial means of the displaced person • Functionally equivalent • In an area not subject to unreasonable adverse environmental conditions • In a location generally not less desirable than the location of the displaced person's dwelling with respect to public utilities, facilities, services, and the displaced person's place of employment <p>To meet these requirements, Sound Transit may identify relocation properties that are in better condition and of higher value than the properties being acquired. If so, tenants may be eligible for a down payment or rent supplement.</p> |
| 3 | Hylebos Creek and associated wetlands are important and need to be protected. | <p>Section 3.10, Ecosystem Resources, of the Final EIS discusses the project's anticipated impacts (and proposed mitigation) to two tributaries to Hylebos Creek and associated wetlands. In addition, the Final EIS recognizes that the project would impact existing vegetation, including mature forested buffer areas. Impacts to the two tributaries to Hylebos Creek and wetlands have been avoided and minimized, where possible, during conceptual design. After publication of the 2021 SEPA Draft EIS, Sound Transit modified the design of the Preferred Alternative to reduce impacts to streams and wetlands. Further avoidance and minimization of wetland impacts would occur during future design and permitting of the project. Native vegetation would be restored in wetlands and buffers temporarily affected by construction.</p> <p>Sound Transit has committed to achieving no net loss of wetland function and area on a project-wide basis. As part of the Section 404 and Section 401 permitting process under the Clean Water Act, Sound Transit would work with Tribes</p> |

Table L.1-1 Responses to Common Comments (continued)

| Number | Common Comment | Response |
|--------|---|--|
| | | and resource agencies to develop a mitigation approach. As part of this approach, Sound Transit would develop plans for compensatory mitigation for the effects of the project on wetlands, streams, and regulatory buffers on a watershed basis. Potential mitigation areas downstream of the preferred alternative would enhance and restore wetlands and streams that contribute to the overall health of salmonids in the West Fork Hylebos Creek drainage. To the extent possible, off-site compensatory mitigation sites would be identified and would compensate for lost values in kind. |
| 4 | <p>Comments limited to expressing a preference or objection to one or more alternatives, including preferences or objections supported by non-substantive comments or analysis already provided in the EIS. In particular, many commenters expressed a preference for the Midway Landfill Alternative, based on the following reasons:</p> <ul style="list-style-type: none"> • Large, mostly vacant site • Relatively few natural environment impacts • Relatively few business displacements • No residential displacements • Brownfield redevelopment potential <p>Commenters opposed the South 344th Street Alternative because:</p> <ul style="list-style-type: none"> • Greatest number of business and employee displacements • Impacts to GarageTown and Ellenos Yogurt • Ecosystem impacts • Residential displacements due to the mainline alignment <p>Reasons commenters gave for opposing the Preferred Alternative included:</p> <ul style="list-style-type: none"> • Ecosystem impacts • Displacement of Christian Faith Center • Residential displacements due to the mainline alignment | <p>Sound Transit reviewed all comments submitted during the 2021 SEPA Draft EIS and 2023 NEPA Draft/SEPA Supplemental Draft EIS comment periods. NEPA and SEPA require Sound Transit to respond to substantive comments related to the content of the Draft EIS, but not to questions or comments limited to public policy decisions (e.g., general statements of support or opposition). Before identifying the Preferred Alternative, the Sound Transit Board received a comment summary report that included a copy of all comments submitted on the 2021 SEPA Draft EIS in November 2021. Appendix L of the Final EIS includes copies of the comments and responses to substantive comments made on both the 2021 SEPA Draft EIS and the 2023 NEPA Draft/SEPA Supplemental Draft EIS.</p> <p>The Midway Landfill Alternative was initially identified for study largely due to attributes that many commenters found appealing. While the Board did not identify the Midway Landfill Alternative as the Preferred Alternative for evaluation in the Final EIS, it is being carried forward as an alternative for consideration. After considering the Draft EIS comments, analysis in the Final EIS, and other factors, the Sound Transit Board will select the project to be built.</p> |
| 5 | <p>Sound Transit should identify sources of federal funding for the project. Specifically, there are funds related to Superfund site redevelopment that could lower the costs of developing the Midway Landfill Alternative.</p> | <p>Sound Transit executed a grant agreement with the FTA in December 2023 for \$4.9M in 5307 funds for OMF South. Sound Transit will continue pursuing applicable federal funding sources to help fund the project including, but not limited to FTA's Capital Investments Grants programs (e.g., Expedited Project Delivery, Full Funding Grant Agreement), a U.S. DOT Build America Bureau Transportation Infrastructure Finance and Innovation Agreement (TIFIA) loan, and other federal sources such as EPA programs (e.g., Brownfields and Climate Pollution Reduction).</p> |



Operations and Maintenance Facility South

Appendix L1:
2021 SEPA Draft EIS
Comments and Responses

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Tribes and Agencies

OMF South Draft Environmental Statement (EIS)

Sound Transit Review Board

The Puyallup Tribe Fisheries Department offers the following comments concerning the proposed Operations and Maintenance Facility South site alternatives. The South 336th St. and South 344th St alternatives would each require that significant portions of Hylebos Creek be tight lined to varying degrees. While each of the Alternatives identified likely has its merits, we wish to remind Sound Transit that the Puyallup Tribe, the Natural Resource Damage Trustees, the City of Tacoma and the Port of Tacoma as well as WSDOT have collectively spent tens of millions of dollar on property acquisition, habitat restoration, contaminants cleanup and stream enhancement projects throughout the Hylebos Creek watershed over the past 20 years.

In addition, WSDOT will be expanding the wetland and stream habitat complex as part of the Riparian Restoration Plan for the SR 167/SR 509 interchange known as the Gateway project. This entails enhancing over 153 acres of wetland, riparian and forested habitat forming a critical link to previously established mitigation sites located downstream of the two Federal Way OMF proposed alternative sites.

Fundamental to the success of these efforts is the protection and treatment of stormwater which originates throughout the Hylebos Creek basin including several of the sites submitted for consideration to host the OMF South complex. Placing any more of Hylebos Creek into a pipe/culvert runs counter to years of planning and restoration work that has already been achieved. Pipelines and underground drainage conveyances offer no means of water treatment or groundwater recharge whatsoever and are therefore viewed as incompatible with fish recovery.

Summer base flow conditions within Hylebos Creek are a limiting factor for salmonid production. Many reaches of Hylebos Creek that were formerly wetted year around are now ephemeral. Reduced flow conditions are more susceptible to thermal inputs and rapid heating which places additional stress on fish populations. Any further loss of water treatment opportunities and recharge are not an acceptable option for the tribe.

3.1.1.3 Appendix G3 - Distribution of Fish

Chinook salmon have been documented upstream of the Montessori School to 356th St on the West Fork. This fact is continuously ignored and the tribe's data is not referenced anywhere in the DEIS.

3.10.1.1 Aquatic Species and Habitat

While it is true, fish are not present in any of the proposed alternative sites, water quality and quantity impacts can and will affect downstream fish populations. Pink, coho, chinook, steelhead and cutthroat occupy Hylebos Creek downstream of the project impact area.

The Midway Land fill site remains the Tribes preferred alternative as it has the least impacts to forests, no stream impacts and no wetland impacts.

Thank you for your consideration of these comments!

Sincerely,

Russ Ladley, Director
Puyallup Tribal Fisheries

These comments were sent to Hussein Rehmat at (206) 689-4828 or email Hussein.Rehmat@soundtransit.org, OMFSouth@soundtransit.org on April 19, 2021.

| Puyallup Tribe Fisheries Department (Communication ID 473825) | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | The Puyallup Tribe Fisheries Department offers the following comments concerning the proposed Operations and Maintenance Facility South site alternatives. The South 336th St. and South 344th St alternatives would each require that significant portions of Hylebos Creek be tight lined to varying degrees. While each of the Alternatives identified likely has its merits, we wish to remind Sound Transit that the Puyallup Tribe, the Natural Resource Damage Trustees, the City of Tacoma and the Port of Tacoma as well as WSDOT have collectively spent tens of millions of dollar on property acquisition, habitat restoration, contaminants cleanup and stream enhancement projects throughout the Hylebos Creek watershed over the past 20 years. | Sound Transit appreciates the continued coordination with the Puyallup Tribe of Indians. Sound Transit understands the long-term effort and investment that has been made over the past many years to restore stream and wetland habitat within the Hylebos Creek watershed through a collective effort of that has included the Puyallup Tribe of Indians, the cities, and others. The OMF South project is striving to avoid new tightlining or piping of open channel tributaries to Hylebos Creek and is committed to working with the Tribe through the duration of the project. |
| 2 | In addition, WSDOT will be expanding the wetland and stream habitat complex as part of the Riparian Restoration Plan for the SR 167/SR 509 interchange known as the Gateway project. This entails enhancing over 153 acres of wetland, riparian and forested habitat forming a critical link to previously established mitigation sites located downstream of the two Federal Way OMF proposed alternative sites. | Section 4.4.9, Ecosystems, in Chapter 4, Cumulative Effects Analysis, has been updated in the Final EIS to describe WSDOT's Riparian Restoration Plan for the Gateway project. Sound Transit acknowledges that the Puyallup Tribe of Indians and WSDOT have put considerable effort and planning into the Riparian Restoration Plan for the Puget Sound Gateway Program's SR 167 and SR 509 Completion projects to provide a large mitigation site in the lower Hylebos Creek area. |
| 3 | Fundamental to the success of these efforts is the protection and treatment of stormwater which originates throughout the Hylebos Creek basin including several of the sites submitted for consideration to host the OMF South complex. Placing any more of Hylebos Creek into a pipe/culvert runs counter to years of planning and restoration work that has already been achieved. Pipelines and underground drainage conveyances offer no means of water treatment or groundwater recharge whatsoever and are therefore viewed as incompatible with fish recovery. Summer base flow conditions within Hylebos Creek are a limiting factor for salmonid production. Many reaches of Hylebos Creek that were formerly wetted year around are now ephemeral. Reduced flow conditions are more susceptible to thermal inputs and rapid heating which places additional stress on fish populations. Any further loss of water treatment opportunities and recharge are not an acceptable option for the tribe. | Stormwater management and groundwater are discussed in Section 3.11, Water Resources, in the 2023 Draft EIS and this Final EIS. The project would include stormwater flow control measures and enhanced stormwater treatment to protect water quality after the project is constructed. Sound Transit is striving to avoid the placement of new pipes or new culverts into Hylebos Creek tributaries. As the design progresses, Sound Transit is committed to working with the Tribe through project design on methods to implement water treatment and avoid and minimize impacts to groundwater recharge. |
| 4 | 3.1.1.3 Appendix G3 - Distribution of Fish Chinook salmon have been documented upstream of the Montessori School to 356th St on the West Fork. This fact is continuously ignored and the tribe's data is not referenced anywhere in the DEIS. | Section 3.10, Ecosystems Resources, and Appendix G3, Ecosystems Resources Technical Report, was revised in the 2023 Draft EIS to reference the Tribe's annual fisheries reports (from 2017 to 2023). The presence of Chinook up to S 356th Street is included in the document. This update is reflected in this Final EIS. |

| Puyallup Tribe Fisheries Department (Communication ID 473825) | | |
|---|--|--|
| Comment ID | Comment Text | Response |
| 5 | <p>3.10.1.1 Aquatic Species and Habitat</p> <p>While it is true, fish are not present in any of the proposed alternative sites, water quality and quantity impacts can and will affect downstream fish populations. Pink, coho, chinook, steelhead and cutthroat occupy Hylebos Creek downstream of the project impact area.</p> | <p>Section 3.10, Ecosystem Resources, of the 2023 Draft EIS and this Final EIS discusses effects to downstream aquatic habitat that could occur due to changes in water quality or quantity.</p> |
| 6 | <p>The Midway Land fill site remains the Tribes preferred alternative as it has the least impacts to forests, no stream impacts and no wetland impacts.</p> | <p>Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> |

Operations and Maintenance Facility South, Sound Transit
MARCH 2021 DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
Review Comments

| | |
|----------------------|---|
| Organization: | WASHINGTON STATE DEPARTMENT OF ECOLOGY, TOXICS CLEANUP PROGRAM, NORTHWEST REGIONAL OFFICE |
| Date: | MARCH 5 - APRIL 19, 2021 |

| ID | Section | Page | Paragraph/Table/Figure | Line | Comment | Column 1 | Commenter's Name |
|----|---|--|--|------|---|----------|---------------------------------------|
| 1 | Executive Summary, 3.13, Appendix D3 Section 2.6.2.3 | ES-14, ES-24, 3.13-11, App D3 p. 30 | | | What is the differential excavation volume of "full excavation of the entire landfill" compared to "full landfill excavation needed to develop the OMF"? Was an alternative considered for full excavation and replacement with clean fill? Replacement with clean fill would realize the full benefit of landfill excavation. Returning potentially impacted soil to the landfill excavation may result in placing contaminant source material back on the property. What would the differential construction and operating costs be for reused fill and clean fill? Appendix D3 Section 2.6.2.3 states "Environmental regulators may require any exhumed refuse to be disposed of at a permitted facility meeting current standards without the option to reuse on site." Would the decision on this requirement affect the OMF South location selection? Therefore, would a determination on soil reuse need to be made prior to site selection? | ECY | Mark Adams/Tanner Bushnell/Alan Noell |
| 2 | Executive Summary, Section 3.10.2.2, Section 3.11.2.2, App G3, Sect 4.1.2.1 | ES-19, 3.10-13, 3.11-12, G3-73 | Table ES-1 | | The Midway Landfill was completed with an impermeable 50-mil geomembrane cover. The overlying soil cap (12-inch sand, 12-inch topsoil) has limited storage potential for reducing peak drainage, so development of the OMF would have limited increase of impervious surfaces. | ECY | Alan Noell/ECY |
| 3 | 3.11 | 3.11-12, 13 | 4-5 | | Is the platform description here current? Based on current design would all three Midway designs have similar access limitations to landfill management? | ECY | Tanner Bushnell |
| 4 | Appendix D1 | | 34 | | A concern was expressed with mobilizing contamination though deep dynamic compaction. Areas of the landfill potentially containing liquid waste are a concern with regards to deep dynamic compaction. | ECY | Tanner Bushnell |
| 5 | Appendix D.2, Appendix D.3 | p. 13 (pdf p 66), pp. 21-23 (pdf pp 126-128) | Section 2.1 (2/14/2020), Figures 2-1 to 2-3 (9/2020) | | FWLE assumed 70% of screened landfill material would be reused (Interim Midway Landfill Preparation Memorandum, Draft 2, 2/14/2020). What was the actual reuse percentage? Was all material screened through 2-inch trommel reused? Was (Will) all 4-inch screen landfill material also (be) fed through a 2-inch trommel screen? What is the geotechnical criteria for reuse (e.g., percent organic matter). In the 2/14/2020 section, 50% reuse is assumed, but in the 9/2020 document, 40% reuse is assumed. What reuse percentage was assumed in the cost estimates? Was a sensitivity analysis performed? How significant of a driver is reuse percentage to the OMF costs? | ECY | Alan Noell/ECY |
| 6 | Appendix D.2 | pp. 15 to 17 (pdf pp. 68-7) | Section 2.3 | | "The FWLE project has been allowed to reuse refuse material onsite; however, the quality of that material is better understood and the scale of that work is significantly smaller than that proposed for OMF South." How is the FWLE and OMF project landfill material expected to be different? Would older waste contain less daily cover? Did the FWLE contain more soil because it's located along the edge of the landfill and the vertical and horizontal limits of the landfill were variable? How much dangerous waste was disposed during FWLE? Is all OMF waste assumed to be Subtitle D waste? Would older waste potentially contain more hazardous waste? Would older waste be more compacted, moist, and dense? | ECY | Alan Noell/ECY |
| 7 | Appendix D.3 | p. 3 (pdf p 108) | Section 1.3 | | The 9/2020 Conceptual Landfill Site Reuse Plan refers to 9 acres of refuse on WSDOT property in the ROW. Was this waste removed as part of the FWLE project, or is this waste outside of the FWLE that will be conveyed to SPU? | ECY | Alan Noell/ECY |
| 8 | Appendix D.3 | p. 10 (pdf p 115) | Section 2.2 | | "If EPA approves the project under Superfund, the development process for Midway Landfill may be exempt from.....NEPA." Also the project may be subject to NEPA by FHWA if airspace crosses WSDOT land. Would an additional NEPA or SEPA EIS be required once the OMF South location is selected? | ECY | Alan Noell/ECY |

Operations and Maintenance Facility South, Sound Transit
MARCH 2021 DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
Review Comments

| | |
|----------------------|---|
| Organization: | WASHINGTON STATE DEPARTMENT OF ECOLOGY, TOXICS CLEANUP PROGRAM, NORTHWEST REGIONAL OFFICE |
| Date: | MARCH 5 - APRIL 19, 2021 |

| ID | Section | Page | Paragraph/Table/Figure | Line Comment | Column | Commenter's Name |
|----|----------------------|-----------------------------|-------------------------------------|---|--------|------------------|
| | | | | "the existing ROD may not need to be reopened, if during the course of OMF South construction, the integrity of the existing, in-place remedies are maintained." ST and SPU would need to negotiate new legal agreements with Ecology. The existing legal agreements would need to be amended to allow construction and to maintain environmental controls after construction. Work plans would need to be developed to maintain environmental controls during construction. | ECY | Alan Noell/ECY |
| 9 | Appendix D.3 | p. 10 (pdf p. 115) | Section 2.2 | | | |
| 10 | Appendix D.3 | p. 11 (pdf p. 116) | Section 2.2 | The document states the Seattle-King County Department of Public Health will need to be provided the opportunity to review requested operational changes at the site. Public Health - Seattle and King County (PHSKC) does not permit the Midway Landfill. PHSKC informed Ecology on 3/15/2005 that they would no longer perform periodic inspections of the CERCLA site due to changes in program funding in King County Board of Health Code, Title 10, effective 12/21/2003. Ecology has primacy, and intends to coordinate with other regulatory agencies for future changes to the landfill. | ECY | Alan Noell/ECY |
| 11 | Appendix D.3 | p. 24 (pdf p. 129) | Section 2.6.2 | How do the predicted and actual observed densities and reuse percentages vary for the FWLE project at Midway. If these are carried forward to the OMF facility, how would they impact the costs? | ECY | Alan Noell/ECY |
| 12 | Appendix D.3 | p. 47 (pdf p. 152) | Section 3.4 | How do risks to schedule in the September 2020 compare with FWLE project experience? | ECY | Alan Noell/ECY |
| 13 | Appendix D.4 | pp. 13-15 (pdf pp. 174-176) | Sections 2.3.1 and 2.3.2 | The site geology and hydrogeology sections reference the 2000 ROD and 2015 Five-Year Review, and provide no maps and cross-sections for interpretations. The ROD and Five-Year Review don't provide this detail. The document also includes a minor reference to the 1988 Remedial Investigation prepared by Parametrix. Please reference subsequent geology and hydrogeology interpretations for the site (July 2020 Parametrix report). | ECY | Alan Noell/ECY |
| 14 | Appendix D3, 2.6.1 | 22-23 | Figure 2-2 and 2-3 | Do the figures of the Hybrid and Full Excavation options depict reuse soil volumes accounting for the volume of mix-in soil (assuming the reused soil will require added soil to improve quality)? | ECY | Tanner Bushnell |
| 15 | Appendix D3, 2.6.2.2 | 28-29 | Drilled Shaft and Slab Installation | This paragraph suggests for Hybrid 2, full excavation of soil beneath the building would remove the need for drilled shafts to support the building. Was the cost of Hybrid 2 with this arrangement calculated? | ECY | Tanner Bushnell |
| 16 | Appendix D3, 2.6.2.3 | 29 | | The acreage of exposed landfill for excavation purposes may be determined based on performance. Without an example project with similar infiltration restrictions, it would be difficult for Ecology to specify an acceptable uncapped landfill area. | ECY | Tanner Bushnell |
| 17 | HHRA Addendum | 9 | | Ambient temperature typo. | ECY | Tanner Bushnell |

| Ecology (Communication ID 473719) | | |
|-----------------------------------|---|--|
| Comment ID | Comment Text | Response |
| 1 | What is the differential excavation volume of "full excavation of the entire landfill" compared to "full landfill excavation needed to develop the OMF"? Was an alternative considered for full excavation and replacement with clean fill? Replacement with clean fill would realize the full benefit of landfill excavation. Returning potentially impacted soil to the landfill excavation may result in placing contaminant source material back on the property. What would the differential construction and operating costs be for reused fill and clean fill? Appendix D3 Section 2.6.2.3 states "Environmental regulators may require any exhumed refuse to be disposed of at a permitted facility meeting current standards without the option to reuse on site." Would the decision on this requirement affect the OMF South location selection? Therefore, would a determination on soil reuse need to be made prior to site selection? | <p>Sound Transit included the evaluation of a full excavation option that includes the reuse of some contaminated material to reduce cost, as opposed to using only clean fill. Complete backfill with clean material would require haul and disposal of an additional approximately 2,000,000 cubic yards of material, which would then require replacement with import material. This could result in up to \$360M in additional costs.</p> <p>Previous meetings with Ecology and the fact that reuse was approved for FWLE indicate that it is an acceptable option. However, the acceptability of the soil for reuse would be largely determined by the degree of contamination. Based on the information available at the time, Sound Transit made a conservative assumption regarding how much soil would be suitable for reuse and how much would need to be removed from the site. The ability to reuse exhumed soil for the Midway Landfill Alternative factored into the overall construction cost and schedule estimates. The assumptions on soil reuse in Appendix D and construction cost and schedule estimates were available for the Board to consider in identifying the preferred alternative and will also be available when the Board selects the project to be built. A determination of soil reuse would be made if the Sound Transit Board selects the Midway Landfill Alternative to be built.</p> |
| 2 | The Midway Landfill was completed with an impermeable 50-mil geomembrane cover. The overlying soil cap (12-inch sand, 12-inch topsoil) has limited storage potential for reducing peak drainage, so development of the OMF would have limited increase of impervious surfaces. | The text of the 2023 Draft EIS was revised to describe the nature of the landfill cap more accurately. Please see Section 3.11, Water Resources. This update is reflected in this Final EIS. |
| 3 | Is the platform description here current? Based on current design would all three Midway designs have similar access limitations to landfill management? | Section 3.11, Water Resources, in the 2023 Draft EIS was updated to include a discussion of the need to be able to continue landfill monitoring during construction activities. This update is reflected in this Final EIS. |
| 4 | A concern was expressed with mobilizing contamination through deep dynamic compaction. Areas of the landfill potentially containing liquid waste are a concern with regards to deep dynamic compaction. | Sound Transit updated Section 3.13, Hazardous Materials, of the 2023 Draft EIS to identify the concern of mobilizing contamination through deep dynamic compaction. This update is reflected in this Final EIS. If the Sound Transit Board selects to build the Midway Landfill Alternative, Sound Transit would coordinate with Ecology on the potential for mobilizing contamination with different construction methods. |

| Ecology (Communication ID 473719) | | |
|-----------------------------------|--|--|
| Comment ID | Comment Text | Response |
| 5 | FWLE assumed 70% of screened landfill material would be reused (Interim Midway Landfill Preparation Memorandum, Draft 2, 2/14/2020). What was the actual reuse percentage? Was all material screened through 2-inch trommel reused? Was (Will) all 4-inch screen landfill material also (be) fed through a 2-inch trommel screen? What is the geotechnical criteria for reuse (e.g., percent organic matter). In the 2/14/2020 section, 50% reuse is assumed, but in the 9/2020 document, 40% reuse is assumed. What reuse percentage was assumed in the cost estimates? Was a sensitivity analysis performed? How significant of a driver is reuse percentage to the OMF costs? | <p>Previous meetings with Ecology and the approval of reuse for FWLE indicate that it is a potential option. However, the actual level of contamination would determine the acceptability of the material for reuse. Without knowing the level of contamination, Sound Transit estimated that most of the soil would need to be removed.</p> <p>Forty percent of material was assumed to be reusable based on the range of 30 to 50 percent recommended by the OMF South Preliminary Geotechnical Recommendations prepared for Sound Transit by Shannon & Wilson in June 2020.</p> <p>FWLE reused approximately 19,000 cubic yards of material. All material that was reused was run through both 4-inch and 2-inch screens. The reused material was allowed to contain up to 8 percent organic content, in specific areas noted in the construction drawings. A sensitivity analysis was performed by Kiewit, the design-builder, after they were awarded the contract. They used an upper bound of 10 percent organic matter to assess 100-year long-term settlement rates. Based on the analysis, Kiewit was allowed to use material with 10 percent organic matter at specific locations. All other locations with that reused screened material were required to follow WSDOT specifications that allow for no organic matter or deleterious material.</p> <p>Reuse of material has a lower cost than exporting contaminated soil and importing clean material. For example, a cubic yard of material that met the classification of a dangerous waste would cost a total of about \$110 to dispose of and replace with clean backfill.</p> |

| Ecology (Communication ID 473719) | | |
|-----------------------------------|---|--|
| Comment ID | Comment Text | Response |
| 6 | <p>"The FWLE project has been allowed to reuse refuse material onsite; however, the quality of that material is better understood and the scale of that work is significantly smaller than that proposed for OMF South."</p> <p>How is the FWLE and OMF project landfill material expected to be different? Would older waste contain less daily cover? Did the FWLE contain more soil because it's located along the edge of the landfill and the vertical and horizontal limits of the landfill were variable? How much dangerous waste was disposed during FWLE? Is all OMF waste assumed to be Subtitle D waste? Would older waste potentially contain more hazardous waste? Would older waste be more compacted, moist, and dense?</p> | <p>The waste material along the east edge of the landfill was not as deep as in other portions of the landfill, and the material was relatively clean. Therefore, a higher percentage of the sifted soil was reused for FWLE. However, OMF South would be located over a much larger volume of the landfill that accumulated across a longer era. There is a high risk that there would be contaminated soil and possible hazardous waste. Therefore, it is reasonable to assume a low level of soil reuse when costing the OMF South project.</p> <p>Older waste is typically more degraded and deeper and, therefore, denser. Older waste could potentially have higher levels of hazardous waste because of the relatively lax regulations that were in place at the time of disposal. The levels of hazardous waste also greatly depend on the operational practices used at the time.</p> <p>Of the landfill material that was unsuitable for reuse by FWLE, about 19,000 tons was considered municipal solid waste and about 40 tons was considered dangerous waste.</p> <p>As noted in Appendix D3, the analysis in the Conceptual Landfill Site Reuse Plan assumed that the majority of material would be accepted at a Subtitle D landfill while acknowledging the possibility that some waste could be considered hazardous and require disposal in a Subtitle C landfill.</p> |
| 7 | <p>The 9/2020 Conceptual Landfill Site Reuse Plan refers to 9 acres of refuse on WSDOT property in the ROW. Was this waste removed as part of the FWLE project, or is this waste outside of the FWLE that will be conveyed to SPU?</p> | <p>The refuse in the WSDOT ROW was removed as part of FWLE construction.</p> |
| 8 | <p>"If EPA approves the project under Superfund, the development process for Midway Landfill may be exempt from.....NEPA." Also the project may be subject to NEPA by FHWA if airspace crosses WSDOT land. Would an additional NEPA or SEPA EIS be required once the OMF South location is selected?</p> | <p>A NEPA Draft/SEPA Supplemental Draft EIS was published in September 2023 with FTA as the NEPA lead agency. To support future FHWA approvals, FHWA is a cooperating agency under NEPA.</p> |
| 9 | <p>"the existing ROD may not need to be reopened, if during the course of OMF South construction, the integrity of the existing, in-place remedies are maintained."</p> <p>ST and SPU would need to negotiate new legal agreements with Ecology. The existing legal agreements would need to be amended to allow construction and to maintain environmental controls after construction. Work plans would need to be developed to maintain environmental controls during construction.</p> | <p>If the Midway Landfill Alternative is selected as the project to be built, Sound Transit would coordinate with SPU and Ecology on necessary agreements and construction planning regarding the site.</p> |

| Ecology (Communication ID 473719) | | |
|-----------------------------------|---|---|
| Comment ID | Comment Text | Response |
| 10 | The document states the Seattle-King County Department of Public Health will need to be provided the opportunity to review requested operational changes at the site. Public Health - Seattle and King County (PHSKC) does not permit the Midway Landfill. PHSKC informed Ecology on 3/15/2005 that they would no longer perform periodic inspections of the CERCLA site due to changes in program funding in King County Board of Health Code, Title 10, effective 12/21/2003. Ecology has primacy, and intends to coordinate with other regulatory agencies for future changes to the landfill. | The reference to Public Health – Seattle & King County was an error in Appendix D3, the Conceptual Landfill Site Reuse Plan. The list of Anticipated or Potential Licenses, Permits, and Approvals in the 2021 Draft EIS Fact Sheet correctly lists Ecology as the reviewing agency. |
| 11 | How do the predicted and actual observed densities and reuse percentages vary for the FWLE project at Midway. If these are carried forward to the OMF facility, how would they impact the costs? | The waste material along the east edge of the landfill where the FWLE alignment is located was not as deep as other portions of the landfill and the material was relatively clean. Therefore, a higher percentage of the sifted soil was reused. However, with the OMF located across a much larger area and the volume of landfill accumulated over a longer timeframe, there is a high risk that there would be contaminated soil and possible hazardous waste. Therefore, it is prudent to assume a low level of soil reuse when costing the project. |
| 12 | How do risks to schedule in the September 2020 compare with FWLE project experience? | Section 3.4, Risks to Cost and Schedule, of Appendix D3, the Conceptual Landfill Site Reuse Plan, is a high-level analysis of the potential issues that could increase cost or delay schedule if the broad assumptions used in the plan turned out to be incorrect. The scope and extent of the two projects are so different that comparing them is not useful. |
| 13 | The site geology and hydrogeology sections reference the 2000 ROD and 2015 Five-Year Review, and provide no maps and cross-sections for interpretations. The ROD and Five-Year Review don't provide this detail. The document also includes a minor reference to the 1988 Remedial Investigation prepared by Parametrix. Please reference subsequent geology and hydrogeology interpretations for the site (July 2020 Parametrix report). | Documents included in Appendix D, Midway Landfill Support Documents, were used to develop potential construction design options to evaluate in the Draft and Final EISs. If the Midway Landfill Alternative is selected to be built, Sound Transit would advance the design and update the memo in coordination with Ecology. |
| 14 | Do the figures of the Hybrid and Full Excavation options depict reuse soil volumes accounting for the volume of mix-in soil (assuming the reused soil will require added soil to improve quality)? | The figures are simplified, showing proportions of reused and import material. In actual implementation, mixing of material to improve placement quality is likely. |
| 15 | This paragraph suggests for Hybrid 2, full excavation of soil beneath the building would remove the need for drilled shafts to support the building. Was the cost of Hybrid 2 with this arrangement calculated? | Further investigation and design would be needed to confirm that drilled shafts are not required under buildings when deep dynamic compaction is used on the remaining refuse material. The preliminary design used for the 2021 Draft EIS, the 2023 Draft EIS, and the Final EIS could not make that assumption, and the cost estimate included drilled shafts under the buildings only. Differential settlement between the track and the building is a risk as the track also runs through the buildings. |

| Ecology (Communication ID 473719) | | |
|-----------------------------------|---|--|
| Comment ID | Comment Text | Response |
| 16 | The acreage of exposed landfill for excavation purposes may be determined based on performance. Without an example project with similar infiltration restrictions, it would be difficult for Ecology to specify an acceptable uncapped landfill area. | The assumed 5-acre open working area of exposed landfill was used to develop construction and schedule assumptions for conceptual design. If the Midway Landfill alternative is selected as the project to be built, Sound Transit would coordinate with Ecology to determine an acceptable area of uncapped landfill. |
| 17 | Ambient temperature typo. | Documents included in Appendix D, Midway Landfill Support Documents, were used to develop potential construction design options to evaluate in the Draft and Final EIS. If the Midway Landfill Alternative is selected to be built, Sound Transit would advance the design and update the documents accordingly. |

WSDOT ENVIRONMENTAL DOCUMENT REVIEW COMMENT & RESPONSE FORM WITH INSTRUCTIONS

| | | | | | | |
|--|--|---|--|-----------------------------|--------------|---|
| Washington State Department of Transportation | | | | FOR INTERNAL USE ONLY | Task Order # | |
| | | | | QA Reviewer: | Date: | |
| <insert name of project> | | | | | | |
| Title of Document | | Type of Document | | Version of Document | | Date Released for Review |
| OMF South DEIS | | Draft EIS | | | | 03/05/2021 |
| Name and Affiliation of Document Author & Contact Information | | <insert name of author> | | <enter phone number> | | |
| | | <insert name of secondary contact> | | <enter email address> | | |
| Name and Initials of Reviewer(s) & Agency Represented | | Jim Laughlin – JL, Ashley Carle = AC, Lindsey Jungbluth = JL, John Kleinkopf = JHK, Thomas A. Collins, P.E. (TAC) - WSDOT | | | | |
| Date of Request | | March 8, 2021 | | COMMENTS DUE BY | | <end of review cycle> |
| | | | | | | <input type="checkbox"/> Pass <input type="checkbox"/> Resubmit |

| No. | Chapter | Resource Section | Page* | Line No. | Exhibit No. | Priority ** | Reviewer Comment | Reviewer Initials | Author Response | Status Code*** | Responder Initials | QC Back-check | QA Check |
|-----|---------|----------------------|-----------------|----------|---------------|-------------|--|-------------------|-------------------------------------|----------------|--------------------|---------------|----------|
| 1 | 3 | Water Quality | 3 | 22 | n/a | 1 | <insert your comment that relates to critical issues that require immediate attention> | xxx | <insert how the issue was resolved> | | | | |
| - | - | Noise and Vibration | - | - | - | - | No Comments | JL | | | | | |
| 1 | ES | Visual & Aesthetic | 21 | | | 2 | ST also needs to address impacts to existing vegetation outside RCAs and restore according to the WSDOT Roadside Policy Manual. | JHK | | | | | |
| 2 | ES | Ecosystem | 27 | | | 2 | ST should evaluate impact to fish passage projects upstream of this project to ensure that this project doesn't negatively impact the restoration of access to spawning habitat upstream. | JHK | | | | | |
| 3 | 1 and 2 | | | | | 4 | It appears that parts 1 and 2 are repeated throughout this document | JHK | | | | | |
| 4 | 3 | Visual and Aesthetic | 3.7-2 and 3.7-3 | 5 | Table 3.7-1 | 3 | Throughout section 3.7 there is no mention of the high awareness and high sensitivity viewer group that are persons driving for pleasure or tourists visiting an area to enjoy scenic features. They are instead just referred to as "I-5 and SR 99 Drivers", with no differentiation. This higher sensitivity viewer group needs to be considered in the EIS. | JHK | | | | | |
| 5 | 3 | Visual and Aesthetic | 3.7-16 | | Figure 3.7-10 | 3 | Description of figure in following paragraph omits high-sensitivity viewers such as tourists and sight-seers. | JHK | | | | | |

Use Codes:

* Page No. or "G" for general comment about the section/chapter

** An explanation of the priority levels follows:

- 1 Critical issues requiring discussion/resolution
- 2 Substantive comment (including issues pertaining to Agency policy or precedent setting conclusions)
- 3 Factual or substantive issue (regarding legal principles or regulatory error that should be corrected prior to publication)
- 4 Editorial comment (suggestions to improve readability of the document/report or typographical error)

Page 1 of 5

*** Status Codes: A = Incorporated; B = Alternate Revision Proposed; C = Evaluated/Not Incorporated; D = Response to Question

WSDOT ENVIRONMENTAL DOCUMENT REVIEW COMMENT & RESPONSE FORM WITH INSTRUCTIONS

| No. | Chapter | Resource Section | Page* | Line No. | Exhibit No. | Priority ** | Reviewer Comment | Reviewer Initials | Author Response | Status Code*** | Responder Initials | QC Back-check | QA Check |
|-----|----------|--------------------------------|--------|----------|---------------|-------------|---|-------------------|-----------------|----------------|--------------------|---------------|----------|
| 6 | 3 | Visual and Aesthetic | 3.7-17 | | Figure 3.7-11 | 3 | Description of figure in following paragraph omits high-sensitivity viewers such as tourists and sight-seers. | JHK | | | | | |
| 7 | 3 | Visual and Aesthetic | 3.7-17 | 17 | | 3 | Please address the impact to high-sensitivity viewers such as tourists and sight-seers. | JHK | | | | | |
| 8 | 3 | Visual and Aesthetic | 3.7-23 | 14 | | 4 | The phrase ", or other features to help screen views..." should be spelled out more specifically or examples of what "other features" could be. | JHK | | | | | |
| 9 | 3 | Visual and Aesthetic | 3.7-23 | 17 – 25 | | 2 | This paragraph is implying that RCA mitigation requirements are synonymous with vegetation replacement requirements per the WSDOT Roadside Policy Manual. They are not the same thing. Impact to RCAs cannot be mitigated in the same way as roadside vegetation is. The primary mitigation method for RCAs is avoidance of that impact. Restoration of roadside vegetation should be addressed separately from RCAs. | JHK | | | | | |
| 10 | 3 | Visual and Aesthetic | G | | | 4 | It seems that section 3.73 should have more description of the mitigation measures that are described in the visualizations. One thing that muddies the assessment of the long-term impact analysis is the assumption that the visualizations' shown mitigation measures will be pursued. I think it makes more sense to show the before impact, the impact visualization and then in the Potential Mitigation measures show the impact visualization with the mitigation measures. | JHK | | | | | |
| 11 | 3 | Visual and Aesthetic | 3.7 | | | | The mitigation measures should be spelled out in more detail to align with the visualizations. The public will view this and think this is exactly how it will look. If the visualizations are just approximate, this needs to be spelled out in the document. | LJ | | | | | |
| 12 | ES | Executive Summary | iii | n/a | n/a | 3 | Add Land Acquisition per FWLE Land Exchange Agreement, by WSDOT | TAC | | | | | |
| 13 | Multiple | All | G | n/a | n/a | 3 | Multiple figures in document show Midway Landfill Alternative "Potential Construction Limits" to edge of I-5 lanes. The WSDOT SR 509 Completion Project will likely be constructing work in the area between 2024 and 2028, so it is not likely that WSDOT will allow Sound Transit temporary use of the area from I-5 to the WSDOT Compatibility Line that exists on the east side of the FWLE guideway. | TAC | | | | | |
| 14 | 3.7 | Visual and Aesthetic Resources | 14 | n/a | n/a | 3 | Figure 3.7-7 shows an aerial guideway at the Midway Landfill. Sound Transit is constructing a retained fill, at-grade guideway now, not an aerial guideway through the majority of the Midway Landfill. | TAC | | | | | |

Use Codes:

* Page No. or "G" for general comment about the section/chapter

** An explanation of the priority levels follows:

- 1 Critical issues requiring discussion/resolution
- 2 Substantive comment (including issues pertaining to Agency policy or precedent setting conclusions)
- 3 Factual or substantive issue (regarding legal principles or regulatory error that should be corrected prior to publication)
- 4 Editorial comment (suggestions to improve readability of the document/report or typographical error)

Page 1 of 5

*** Status Codes: A = Incorporated; B = Alternate Revision Proposed; C = Evaluated/Not Incorporated; D = Response to Question

Use Codes:
 * Page No. or "G" for general comment about the section/chapter
 ** An explanation of the priority levels follows: Page 1 of 5
 1 Critical issues requiring discussion/resolution
 2 Substantive comment (including issues pertaining to Agency policy or precedent setting conclusions)
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 *** **Status Codes:** A = Incorporated; B = Alternate Revision Proposed; C = Evaluated/Not Incorporated; D = Response to Question

| WSDOT (Communication ID 473686) | | |
|---------------------------------|--|--|
| Comment ID | Comment Text | Response |
| 1 | ST also needs to address impacts to existing vegetation outside RCAs and restore according to the WSDOT Roadside Policy Manual. | Section 3.7, Visual and Aesthetic Resources, of the 2023 Draft EIS was revised to include a discussion of impacts to existing landscapes within the WSDOT right-of-way and to reference the restoration requirements of the WSDOT Roadside Policy Manual. This update is reflected in this Final EIS. |
| 2 | ST should evaluate impact to fish passage projects upstream of this project to ensure that this project doesn't negatively impact the restoration of access to spawning habitat upstream. | Sound Transit has evaluated potential impacts that could affect the availability and accessibility of stream habitats in the future if access is restored through the removal of downstream fish passage barriers. Additionally, OMF South would be designed to ensure that it would not preclude future culvert replacement(s) by WSDOT to provide fish passage. This is documented in sections 3.10, Ecosystems Resources, and 4.1.2 of Appendix G3, Ecosystems Resources Technical Report, of the 2023 Draft EIS and this Final EIS. |
| 3 | It appears that parts 1 and 2 are repeated throughout this document | There was an error in the PDF posted to Sound Transit's website that included a repeat of Chapters 1 and 2. |
| 4 | <p>Throughout section 3.7 there is no mention of the high awareness and high sensitivity viewer group that are persons driving for pleasure or tourists visiting an area to enjoy scenic features. They are instead just referred to as "I-5 and SR 99 Drivers", with no differentiation. This higher sensitivity viewer group needs to be considered in the EIS.</p> <p>Description of figure in following paragraph omits high-sensitivity viewers such as tourists and sight-seers.</p> <p>Description of figure in following paragraph omits high-sensitivity viewers such as tourists and sight-seers.</p> <p>Please address the impact to high-sensitivity viewers such as tourists and sight-seers.</p> | <p>The text in Section 3.7, Visual and Aesthetic Resources, of the 2023 Draft EIS was revised to state that people sightseeing on highways or driving through their neighborhood are considered to have medium to high viewer sensitivity. This update is reflected in the Final EIS.</p> <p>Commuters and other drivers primarily passing through an area are considered to have lower viewer sensitivity because they often become accustomed (and indifferent) to the views along their travel routes because of repetition and short viewing duration.</p> |

| WSDOT (Communication ID 473686) | | |
|---------------------------------|---|--|
| Comment ID | Comment Text | Response |
| 5 | The phrase “, or other features to help screen views...” should be spelled out more specifically or examples of what “other features” could be. | Section 3.7, Visual and Aesthetic Resources, of the 2023 Draft EIS was revised to state that views of the mainline and other project components would be screened through landscaping and aesthetic treatments. This update is reflected in the Final EIS. Aesthetic treatments may include, for example, concrete walls that have visually interesting elements, such as design treatments that incorporate textures, patterns, color, or climbing vines. |
| 6 | This paragraph is implying that RCA mitigation requirements are synonymous with vegetation replacement requirements per the WSDOT Roadside Policy Manual. They are not the same thing. Impact to RCAs cannot be mitigated in the same way as roadside vegetation is. The primary mitigation method for RCAs is avoidance of that impact. Restoration of roadside vegetation should be addressed separately from RCAs. | Section 3.7, Visual and Aesthetic Resources, of the 2023 Draft EIS clarifies the distinction between mitigation requirements for Resource Conservation Areas and other WSDOT roadside areas. This update is reflected in the Final EIS. |
| 7 | It seems that section 3.73 should have more description of the mitigation measures that are described in the visualizations. One thing that muddies the assessment of the long-term impact analysis is the assumption that the visualizations’ shown mitigation measures will be pursued. I think it makes more sense to show the before impact, the impact visualization and then in the Potential Mitigation measures show the impact visualization with the mitigation measures. | Section 3.7, Visual and Aesthetic Resources, of the 2023 Draft EIS was revised to include a more detailed description of potential mitigation measures to distinguish elements of mitigation shown within each view. This update is reflected in this Final EIS. |
| 8 | The mitigation measures should be spelled out in more detail to align with the visualizations. The public will view this and think this is exactly how it will look. If the visualizations are just approximate, this needs to be spelled out in the document. | Section 3.7, Visual and Aesthetic Resources, of the 2023 Draft EIS and this Final EIS, explains that the simulations are conceptual, and the building, wall, and landscaping details would be determined in the final design phase. This section also includes a more detailed description of potential mitigation measures. |
| 9 | Add Land Acquisition per FWLE Land Exchange Agreement, by WSDOT | The suggested project approval has been added to the list of anticipated or potential licenses, permits, and approvals found in the Executive Summary of the 2023 Draft EIS. This update is reflected in the Final EIS. |

| WSDOT (Communication ID 473686) | | |
|---------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 10 | Multiple figures in document show Midway Landfill Alternative “Potential Construction Limits” to edge of I-5 lanes. The WSDOT SR 509 Completion Project will likely be constructing work in the area between 2024 and 2028, so it is not likely that WSDOT will allow Sound Transit temporary use of the area from I-5 to the WSDOT Compatibility Line that exists on the east side of the FWLE guideway. | Sound Transit acknowledges the potential for overlapping construction schedules with the SR 509 Completion Project. If the Midway Landfill Alternative is selected to be built, Sound Transit would work with WSDOT regarding construction access and schedule coordination. |
| 11 | Figure 3.7-7 shows an aerial guideway at the Midway Landfill. Sound Transit is constructing a retained fill, at-grade guideway now, not an aerial guideway through the majority of the Midway Landfill. | The figure was revised in the 2023 Draft EIS to show the FWLE final design. This update is reflected in the Final EIS. |
| 12 | Table states that NEPA Environmental Review would occur, if necessary. It is our understanding a NEPA will occur for the preferred alternative. What is the scenario in which NEPA may not occur? | NEPA review is required for all the build alternatives, due in part to each alternative’s location in the I-5 right-of-way. The Executive Summary of the 2023 Draft EIS was revised to explain this requirement. This update is reflected in the Final EIS |
| 13 | Given the upcoming state legislation, the HEAL Act, that will require consideration of impacts to EJ and vulnerable populations and the federal requirement through future NEPA, we urge the board to consider in their decision-making, the long term adverse impacts to historically disadvantaged groups. This seems like a difficult task given there is no analysis presented in this document. How will the board consider impacts to EJ communities in their decision-making? It appears that low-income mobile home residents who may be displaced in the Belmor development will not have comparable choices. As transportation professionals, we are seeking to do no further harm and begin to address past burdens on these groups – the S 336th and 344th alternatives do not seem to support this direction. | The legislation that enacted the HEAL Act does not apply to Sound Transit. However, Sound Transit conducted an environmental justice analysis, which is available in Final EIS Appendix E, Environmental Justice Assessment, and summarized in Section 3.6, Environmental Justice, Social Resources, Community Facilities, and Neighborhoods. Table E.5-1 in Appendix E summarizes potential impacts to environmental justice populations and the process through which Sound Transit would relocate displaced residents to comparable housing or better. The Sound Transit Board considered the analysis of alternatives, impacts, and potential mitigation measures contained in the 2021 SEPA Draft EIS; Tribal, agency, and public comments on the 2021 SEPA Draft EIS; and other information before identifying the Preferred Alternative. The Sound Transit Board will consider comments on the 2021 and 2023 Draft EISs, Final EIS analysis, and other factors before selecting the project to be built. |



General Manager's Office

201 S. Jackson Street
KSC-TR-0415
Seattle, WA 98104-3856

4/19/2021

Hussein Rehmat
OMF South Project
Sound Transit
401 S. Jackson St. Seattle, WA 98104

(by electronic mail: OMFSouthDEIS@soundtransit.org.)

Re: King County Metro Transit's comments on the Sound Transit Operations and Maintenance Facility South Draft Environmental Impact Statement

Dear Mr. Rehmet:

Thank you for the opportunity to review and comment on the Sound Transit (ST) Operations and Maintenance Facility South (OMF-S) Draft Environmental Impact Statement (DEIS).

King County Metro (Metro) would like to thank Sound Transit for their continued leadership on providing regional transit service. As population growth and traffic congestion have continued to increase in the Puget Sound region, we recognize the need for transportation improvements that increase mobility options and support transit throughout the Puget Sound region.

Metro is primarily concerned with impacts to transit in the vicinity of the OMF-S project, regardless of alternative. All alternatives analyzed in the DEIS are near or adjacent to SR 99. Any use of SR 99 as a haul route during construction has the potential to impact Metro's operations along that corridor. The magnitude of work required for the Midway Landfill site alternative would likely have the greatest impact on Metro's operations.

Metro has the following comments on the ST OMF-S DEIS: Include transit specifically in the mitigation section under transportation and include transit in the construction transportation management plan.

The report should clarify how LOS is measured/defined for intersections under two-way stop control (TWSC). Since this is defined differently from signalized intersection LOS, the actual NB/SB thru traffic impacts at 246th should be noted in the DEIS to help fully understand why the Midway site alternative causes the delay/LOS at 246th to degrade.

Hussein Rehmat

Page 2

The report should clarify potential construction truck traffic impacts at 272nd, Kent Des-Moines Rd, and the northbound HOV lane, as well as potential impacts of a truck acceleration/deceleration lane and/or any long-term mitigation at 246th (signalization, u-turns at 252nd, etc.) to the northbound HOV lane (pg. 3.2-42).

Going forward, Lori Burchett will continue to be the lead participant and main point of contact for Metro. John Greene will be responsible for Metro's internal coordination in support of its role as a Participating Agency during the SEPA environmental review process. Their contact information is as follows:

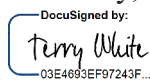
Lori Burchett
Transportation Planner
King County Metro Transit
King Street Center
201 S. Jackson St., KSC-TR-0413
Seattle, WA 98104-3836
P: (206) 263-3086
E: Lori.Burchett@kingcounty.gov

John Green
Senior Environmental Planner
King County Metro Transit
King Street Center
201 S. Jackson St., KSC-TR-0435
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P: (206) 263-0506
E: JGreene@kingcounty.gov

Thank you for this opportunity to comment on the DEIS. The OMF-S will provide significant benefit to the regional transportation network and Metro will continue to work with Sound Transit in our role as a Consulted Agency. We believe that implementing the recommendations above will disclose important information needed to develop a balanced Preferred Alternative and to assist the public and decision-makers in selecting the best option.

We look forward to continuing our collaboration to achieve the best project for our shared customers across the region.

Sincerely,

DocuSigned by:

03E4693EF97243F...

Terry White, General Manager
King County Metro Transit Department

cc: Lori Burchett, Transportation Planner, Metro Transit
John Greene, Environmental Planner, Metro Transit

| King County Metro (Communication ID 473803) | | |
|---|---|--|
| Comment ID | Comment Text | Response |
| 1 | Metro is primarily concerned with impacts to transit in the vicinity of the OMF-S project, regardless of alternative. All alternatives analyzed in the DEIS are near or adjacent to SR 99. Any use of SR 99 as a haul route during construction has the potential to impact Metro's operations along that corridor. The magnitude of work required for the Midway Landfill site alternative would likely have the greatest impact on Metro's operation. | Section 3.2.2.3, Construction Impacts (Transportation), of the Final EIS, discusses impacts to roadways, including SR 99, from haul routes. |
| 2 | Include transit specifically in the mitigation section under transportation and include transit in the construction transportation management plan. | Avoidance and minimization measures concerning impacts to transit were added to Section 3.2, Transportation, of the 2023 Draft EIS. There are no mitigation measures proposed for transit impacts as OMF South is not anticipated to result in long-term operational impacts to transit. Up to 50 parking spaces in the Federal Way/S 320th Street Park & Ride would be removed as part of the Preferred and South 344th Street alternatives to accommodate the elevated mainline tracks and a relocated BPA transmission line tower. This update is reflected in the Final EIS. |
| 3 | The report should clarify how LOS is measured/defined for intersections under two-way stop control (TWSC). Since this is defined differently from signalized intersection LOS, the actual NB/SB thru traffic impacts at 246th should be noted in the DEIS to help fully understand why the Midway site alternative causes the delay/LOS at 246th to degrade. | A description of the criteria used to analyze traffic operations is available in Appendix G1, Transportation Technical Report, of the 2023 Draft EIS and this Final EIS, as are traffic counts and turning movements at the SR 99 and S 246th Street intersection. The analysis provides an explanation for the factors that contribute to the increased delay at SR 99 and S 246th Street. |
| 4 | The report should clarify potential construction truck traffic impacts at 272nd, Kent-Des Moines Rd, and the northbound HOV lane, as well as potential impacts of a truck acceleration/deceleration lane and/or any long-term mitigation at 246th (signalization, u-turns at 252nd, etc.) to the northbound HOV lane (pg. 3.2-42). | Each OMF South alternative was analyzed using the same type of data and methodology to allow for an equal comparison of alternatives, including an assessment of future truck trip volumes. Impacts resulting from truck traffic are described in Section 3.2.2.3, Construction Impacts, of the 2023 Draft EIS and this Final EIS. |

| King County Metro (Communication ID 473803) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 5 | <p>Going forward, Lori Burchett will continue to be the lead participant and main point of contact for Metro. John Greene will be responsible for Metro's internal coordination in support of its role as a Participating Agency during the SEPA environmental review process. Their contact information is as follows:</p> <p>Lori Burchett Transportation Planner King County Metro Transit King Street Center 201 S. Jackson St., KSC-TR-0413 Seattle, WA 98104-3836 P: 206-263-3986 E: Lori.Burchett@kingcounty.gov</p> <p>John Green Senior Environmental Planner King County Metro Transit King Street Center 201 S. Jackson St., KSC-RT-0435 Seattle, WA 98104-3856 P: 206-263-0506 E: JGreene@kingcounty.gov</p> | <p>This has been noted for future project coordination.</p> |



April 15, 2021

OMF South, c/o Hussein Rehmat
Sound Transit
401 S Jackson Street
Seattle WA 98104

Subject: DEIS Comments for the Operations and Maintenance Facility South Project

Dear Mr. Rehmat:

The City of Des Moines is pleased to provide our comments on the Draft Environmental Impact Statement (DEIS) for the Sound Transit Operations and Maintenance Facility South (OMFS) Project.

The City of Des Moines is committed to working with Sound Transit and the cities of Kent and Federal Way to ensure the OMFS supports Federal Way Link Extension and the expansion of light rail to Tacoma, balances local and regional interests, does not adversely affect Highline College or the neighborhoods in the South Des Moines/Midway area, does not compromise developing a vibrant KDM station area and business district along SR-99, minimizes impacts on existing businesses and residents, supports municipal services through maintenance and growth of sales and property taxes, and maintains the living, working and shopping convenience and livability of our respective Midway neighborhoods. Although estimated costs are highest for the Midway Landfill alternative, the City supports the productive reuse of the Midway Landfill site and that its use avoids impacts associated with the two Federal Way alternatives.

In summary, the comments on the DEIS for the OMFS at the Midway Landfill are as follows:

Transportation

- The traffic study to be developed should include LOS analysis during construction/hauling activities and post construction of the OMF for the following intersections along SR-99: Kent-Des Moines Road (KDM), College Way/S 236th, S 240th, S 260th and S 272nd.
- LOS analysis would identify any potential mitigation required at Des Moines intersections or affecting City of Des Moines streets.

The Waterland City

- Haul routes will need to be reviewed for potential mitigation and restoration.
- The traffic study should identify if any new PM peak hour trips are added to the Des Moines Street system.

Ecosystem and Water Resources

- If the Midway Landfill site is selected, include the City of Des Moines in the review of the Drainage Site Plan, Technical Information Report, and SWPPP.
- The City of Des Moines should also be identified as an affected agency for compliance review of the NPDES Stormwater Discharge Requirements.
- Reevaluate impacts from increased impervious surface to streams and stream buffers. The City does not understand the "0" for Stream and Stream Buffer impacts (pp. ES-18 and ES-27) for the Midway site given the amount of impervious surface being added.

Construction Impacts

The following impacts will need to be more fully developed or identified in the FEIS for the Midway site if it is selected as the preferred alternative:

- Construction timeline.
- Community/business impacts due to the estimated 570 truck trips/day over 4.5-5.5 year site preparation period.
- Potential human health risks to both construction workers, employees and community from potential release of contaminated air, soil or water.
- Unknown risks associated with the landfill/superfund site that could add additional time, and construction and O & M costs.

We look forward to our continued collaboration with Sound Transit. Please feel free to contact me or City staff if you have questions about our comments.

Sincerely,



Susan Cezar LEG, Chief Strategic Officer
SEPA Official

The Waterland City

| City of Des Moines (Communication ID 473484) | | |
|--|--|--|
| Comment ID | Comment Text | Response |
| 1 | Although estimated costs are highest for the Midway Landfill alternative, the City supports the productive reuse of the Midway Landfill site and that its use avoids impacts associated with the two Federal Way alternatives. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | <p>In summary, the comments on the DEIS for the OMFS at the Midway Landfill are as follows:</p> <p>Transportation</p> <ul style="list-style-type: none"> The traffic study to be developed should include LOS analysis during construction/hauling activities and post construction of the OMF for the following intersections along SR-99: Kent-Des Moines Road (KDM), College Way/S 236th, S 240th, S 260th and S 272nd. LOS analysis would identify any potential mitigation required at Des Moines intersections or affecting City of Des Moines streets. Haul routes will need to be reviewed for potential mitigation and restoration. The traffic study should identify if any new PM peak hour trips are added to the Des Moines Street system. | <p>The LOS analysis for arterial and local streets included in Section 3.2, Transportation, of the 2023 Draft EIS and this Final EIS focused on locations assumed to be most likely affected in the long term by the project alternatives. The intersections that were analyzed are those directly affected, such as by a change in channelization or signal control resulting from new roadway configurations or those that would be affected by OMF South traffic volumes near each site. The intersections of SR 99 with S 240th Street and S 260th Street were included in the LOS analysis; the rest of the intersections listed in this comment fell outside the study area.</p> <p>Section 3.2, Transportation, identifies the potential haul routes and evaluates the potential impacts from anticipated construction traffic qualitatively against existing traffic volumes. As stated, the contractor would develop a construction transportation management plan to identify site access and hauling routes in coordination with the appropriate jurisdictions.</p> <p>Traffic volumes are forecast to increase throughout the study area during both the 2042 AM and PM peak hours because of planned population and employment growth by local jurisdictions. If OMF South were to be constructed at the Midway Landfill site, it could add additional trips to the Des Moines street system; however, the additional trips would be very minor in relation to background traffic growth and would not be anticipated to result in LOS impacts.</p> |
| 3 | <p>Ecosystem and Water Resources</p> <ul style="list-style-type: none"> If the Midway Landfill site is selected, include the City of Des Moines in the review of the Drainage Site Plan, Technical Information Report, and SWPPP. The City of Des Moines should also be identified as an affected agency for compliance review of the NPDES Stormwater Discharge Requirements. | If the Midway Landfill Alternative is selected as the project to be built, Sound Transit would coordinate with the city of Des Moines for reviews of stormwater management documentation, such as the Drainage Site Plan, SWPPP, and NPDES compliance documentation. |
| 4 | <ul style="list-style-type: none"> Reevaluate impacts from increased impervious surface to streams and stream buffers. The City does not understand the "0" for Stream and Stream Buffer impacts (pp. ES-18 and ES-27) for the Midway site given the amount of impervious surface being added. | The stream and stream buffer impacts reported in the Executive Summary refer to direct impacts to streams and buffer areas and not to indirect impacts, such as potential downstream effects through changes to impervious surfaces. Section 3.11, Water Resources, in the 2023 Draft EIS and this Final EIS discusses impacts related to impervious surfaces. |

| City of Des Moines (Communication ID 473484) | | |
|--|---|--|
| Comment ID | Comment Text | Response |
| 5 | <p>Construction Impacts</p> <p>The following impacts will need to be more fully developed or identified in the FEIS for the Midway site if it is selected as the preferred alternative:</p> <ul style="list-style-type: none"> Construction timeline. Community/business impacts due to the estimated 570 truck trips/day over 4.5-5.5 year site preparation period. | <p>The Sound Transit Board identified the South 336th Street Alternative as the Preferred Alternative.</p> <p>The Final EIS addresses construction impacts related to the Midway Landfill Alternative throughout the document. Impacts associated with construction are discussed for each element of the environment. Specifically, construction impacts to communities are discussed in the 2023 Draft EIS and this Final EIS in Section 3.6, Environmental Justice, Social Resources, Community Facilities, and Neighborhoods. Construction impacts to businesses are discussed in Section 3.3, Acquisitions, Displacements, and Relocations, and Section 3.5, Economics.</p> |
| 6 | <ul style="list-style-type: none"> Potential human health risks to both construction workers, employees and community from potential release of contaminated air, soil or water. Unknown risks associated with the landfill/superfund site that could add additional time, and construction and O & M costs. | <p>Possible risks from potential release of contaminated air, soil, or water are described in the 2023 Draft EIS and this Final EIS in Section 3.13, Hazardous Materials. Additionally, in the Executive Summary, under Areas of Controversy and Issues to be Revolved, potential risks associated with developing the Midway Landfill are described.</p> |



ECONOMIC & COMMUNITY DEVELOPMENT

Kurt Hanson, Director

220 Fourth Avenue South
Kent, WA 98032-5895
Fax: 253-856-6454

Phone: 253-856-5454

April 15, 2021

OMF South, c/o Hussein Rehmat
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

RE: Sound Transit Light Rail Operations and Maintenance Facility – South Draft Environmental Impact Statement Comments

Dear Mr. Rehmat:

Thank you for the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) for the Sound Transit (ST) Light Rail Operations and Maintenance Facility – South (OMF-S) and applicable appendices.

As previously stated by the City of Kent, the City of Kent does not object to the OMF-S facility being located within the city provided the OMF-S is constructed on the Midway Landfill site. The city provides the comments below on the three alternatives being analyzed in the DEIS.

Figure ES-8 – Illustrated Metrics: Preliminary Capital and Operating Costs Estimates - Why the increased annual cost annual operation at the Midway Landfill compared to the other two sites? A 10% increase in costs at the Midway Landfill site should be explained. This has not been identified in the DEIS and the public should be provided an opportunity to comment the increased maintenance cost.

Sec. 1.1 – Purpose of the Project - The purpose and need should identify which ST expansion projects requires the construction of the OMF-S facility. Is the OMF-S facility needed for the Federal Way Link Extension (FWLE) project? A portion of the FWLE project is funded with ST3 funds.

Sec. 2.6 – Funding and Conceptual Cost Estimates - The DEIS identifies conceptual cost estimates that that vary greatly between the Midway Landfill site and the other sites being considered. A detailed breakdown of the assumed costs associated with each alternative should be included in the DEIS to fully understand the alternatives being considered.

Sec. 2.7.2 – Next Steps and Schedule: Benefits and Disadvantages of Delaying Project Implementation - The FWLE project was extended as a part of ST3. Would the delay of the OMF-S impact the level of service anticipated once the FWLE project was completed?

Sec 3.2.1.2 – Transportation: Impact Thresholds– The City of Kent does not agree with the mitigation threshold of +10 seconds. Mitigation may be required based on a lower delay threshold.

Sec 3.2.1.2 – Transportation: Impact Thresholds– The second paragraph needs to be clarified. Is the mitigation threshold LOS E for SR 99 and LOS F for the other streets that are not HSS or state highways?

Sec 3.2.1.2 – Transportation: Impact Thresholds– The City of Kent’s current (2021) Transportation Master Plan LOS for SR 99 is LOS D or better.

Sec 3.2.1.4 – Transportation: Transit – Metro Route 166 was eliminated in September 2020. Portions of the route are now served by Route 165.

Sec 3.2.2.1 – Transportation: Environmental Impacts - Kent’s future transportation projects have changed with the adoption of the new Transportation Master Plan located at <https://www.kentwa.gov/city-hall/public-works/transportation-and-streets/transportation-planning>. Please review and revise as necessary.

Sec. 3.2.2.1 – Transportation: Environmental Impacts - Due to the impacts of construction on local streets, if the Midway Landfill site is selected for the OMF-S, South 259th Street will require a full width overlay.

Sec. 3.2.2.1. – Transportation: Environmental Impacts, Non-Motorized Network - The updated Transportation Master Plan (TMP), adopted in March 2021, details bicycle and pedestrian standards for Kent’s transportation network. Below bicycle and pedestrian standards for the roadways in the Midway Landfill Study Area. For the more details on these standards, please see chapter 5 of the TMP located at <https://www.kentwa.gov/home/showpublisheddocument?id=16632>.

- SR 99 – S 240th St to 1st driveway south of 244th St
 - Bicycle – LOS 1
 - Pedestrian – Downtown/TOD Standard
- SR 99 – 1st driveway south of 244th St to S 259th St
 - Bicycle – LOS 1
 - Pedestrian – Areas of High Pedestrian Activity
- S 259th St – SR 99 to West Hill Mobile Manor Driveway
 - Bicycle – LOS 1
 - Pedestrian – Areas of High Pedestrian Activity
- S 259th St – West Hill Mobile Manor Driveway to east study limits
 - Bicycle – LOS 1
 - Pedestrian – Other Arterials
- S 240th St – All in study area
 - Bicycle – LOS 2
 - Pedestrian - Downtown/TOD Standard
- S 252nd St from SR 99 to 29th Ave S; 29th Ave S from S 252nd St to S 259th St; S 244th from SR 99 to just west of I-5; and new facility just west of I-5 between S 240th and S 244th St
 - Bicycle – LOS 2

Sec 3.2.2.2 – Transportation: Environmental Impacts, “Intersections” #2 (SR 99/S 244th St), #3 (SR 99/Midway Mobile Home Park), and #4 (S 246th St) are commercial driveways on the east side of SR 99 and do not need to be analyzed as intersections unless there is a direct impact on a public right-of-way intersection on the west side.

Sec 3.2.2.2. – Transportation: Environmental, Long Term Impacts - The location of the gates will need to be designed so expected queues do not extend into the public right of way assuming the likely usage and an additional safety factor.

Sec 3.2.2.2 - Transportation: Environmental, Long Term Impacts, Parking: Kent City Code 15.15.310 requires the following: *In order to provide adequate off-street parking, the lead agency for an HCT facility shall be required to provide a parking study, prepared as part of an EIS or separately, for each station, demonstrating that the parking demand will be satisfied.* This standard would apply to the OMF-S facility. Please indicate when this requirement would be fulfilled.

Sec. 3.2.2.3 – Transportation: Construction Impacts – Given the peak number of construction vehicles per day for the Midway Landfill alternatives, particularly the hybrid and full excavation alternatives, consultation with the Washington State Department of Transportation should be completed to consider options to access directly to I-5 similar to access during the landfill waste removal during the construction of the FWLE. Just north of the existing stormwater pond on the Midway Landfill, Structure B of the FWLE project has enough vertical separation to allow trucks to pass underneath and access I-5.

Figure 3.2-8 – Existing Annual Average Daily Traffic Along Truck Routes: Midway Landfill Alternative - This figure identifies the proposed haul route for the Midway Landfill Alternative. Considerable truck traffic is proposed. If a Midway Landfill option is chosen, will be required to complete a 2-inch minimum overlay on all haul routes within Kent's jurisdiction. In addition, a direct I-5 connection should be considered, particularly for the hybrid and full excavation options. Structure B within the FWLE project, just north of the Midway Landfill will be elevated enough to allow for a future road, therefore an alternative to access I-5 can be evaluated.

Sec. 3.3.2.3 – Construction Impacts – Temporary Construction Easements (TCEs) should be identified in the DEIS on a map. How will these TCEs impact traffic volumes and access to city streets. These need to be considered in the analysis.

Sec. 3.4.1.1 – Land Use: Affected Environment, Midway Landfill Alternative - The Midway Landfill would eliminate some commercial businesses along Pacific Highway South which are also shown on Figure 3.4-1. These commercial businesses should be discussed and specifically identified section 3.4.1.1.

Sec. 3.4.2 – Land Use: Consistency with Regional and Local Comprehensive Plans and Zoning - This type of facility is anticipated in KCC 15.04.060, allowed via a conditional use permit (CUP), and so would not be a fundamentally inconsistent land use. Any design-specific impacts would need to be mitigated as part of the CUP approval.

Sec. 3.4.3.3 – Land Use: Construction Impacts – The DEIS estimates a Midway Landfill alternative would take up to 8 years to complete. What is the degree of uncertainty in these estimates? How would the construction duration impact residents to the south, adjacent to S. 259th Street?

Table 3.5-5 – Economics: Property Acquisition Impacts on Businesses and Employees - This table identifies the four (4) businesses that would be displaced, with ten (10) total businesses affected. Please provide a complete list of the business names impacted for the Midway Landfill Site options.

Table 3.5-5 – Economics: Property Acquisition Impacts on Businesses and Employees - For this table Note 3 states employee displacements are based on building size and business type. The

number of businesses where employees could be displaced are not that great the actual number can be identified. Numbers on the table appear to be absolute and not necessarily representative of the actual number of displacements.

Sec. 3.6.2.3 – Social Resources, Community Facilities, and Neighborhoods: Construction Impacts - The Midway Landfill Alternative might also impact the residential properties along the southern edge of the Midway Landfill. Provide a description of how these properties would be impacted, particularly since options at the Midway Landfill could take up to eight years for construction.

Table 4.5-1 – Past, Present, and Reasonably Foreseeable Future Actions and Figure 4.5-1 – Past, Present, and Reasonably Foreseeable Future Actions - Both the WSDOT SR509 (Map ID #1) and ST FWLE (Map ID#2) are long linear projects. As depicted on Figure 4.5-1. These projects should be clearly illustrated on the map.

GENERAL COMMENT - OMF-S appears to be larger than the Forrest Street OMF and the OMF-E. The alternatives in the DEIS appear to have expanded since earlier discussions with ST. Has the size of the OMF-S expanded and if so, please provide an explanation of why the expansion has occurred? If there is expansion, how much of the expansion is intended for the expansion of light rail north of Seattle?

GENERAL COMMENT – Many assumptions were made with each of the alternatives. A complete list of assumptions for each site alternative should be provided for the public and decision makers to review and understand during the comment period.

Appendix C - OMF-S DEIS Conceptual Design Drawings

Midway Landfill Option 2 – Hybrid (Sheet 5) vs. Midway Landfill Option 3 Total excavation. Why include deep dynamic compaction in Option 2 sheet 5? Based on the cross section for the hybrid option, why add deep dynamic compaction when the full excavation option does call out 3-foot over excavation from the 1966 topography? Otherwise these are similar from an excavation perspective. Can the deep dynamic compaction be eliminated for a cost savings and/or a reduced construction time?

As required by Kent City Code section 15.15.020, the design requirements of KCC 15.15 shall apply to this site. An analysis of the site requirements from this section should be included.

Appendix D2 Interim Midway Landfill Preparation Memorandum

Sec. 2.1 - Earthwork Process, page 14, Line 16 states the active excavation and hauling are assumed to be 12-hour shifts but may be 16-hours with two shifts. Is the construction duration for these alternatives based on a 12-hour shifts or 16-hour shifts? Both should be represented in the DEIS. Would 16-hour shifts decrease construction costs? Also, what would the reduction in the construction duration be with 16-hour shifts?

Sec. 2.1 - Earthwork Process, page 14, Line 20 states excavation is assumed to be permitted only between May 1 and September 30. This is a significant assumption. This would have significant impact on construction duration and the cost of construction. Which agency makes this final determination and how can this be resolved prior to the decision making by the Sound Transit Board?

Sec. 2.2 - Drilled Shaft and Slab Installation, Page 14 line 36 states that drilled shafts are assumed to be 10-feet in diameter. These are quite large shafts and potentially very

expensive. This is a significant assumption. Are these the largest shafts that would be required? What is the difference in cost and construction duration if the columns were a smaller diameter? What information is needed to determine if smaller diameter shafts could be used and what are the cost savings? How can this be determined to refine potential construction costs prior to decision making by the Sound Transit Board?

Sec. 2.5 - Construction Phasing and Material Reuse, page 18, line 27 assumes a 5-acre open refuse area that will be limiting for space demands. How was the 5-acre open refuse area assumed and who makes that final determination? This might be able to be larger. Which agency makes this final determination and how can this be resolved prior to the decision making by the Sound Transit Board? If this can be larger, is there a potential reduction in cost and construction duration for Midway Landfill alternatives?

Sec. 4.0 - Schedule, Page 33, Line 22, second schedule consideration states there may be an advantage to separating out. A description of the advantage should be included in the analysis.

Appendix D3 Conceptual Landfill Refuse Plan

Sec. 2.6.1 – Why is deep dynamic compaction proposed for the hybrid option but not the full excavation option when material will be removed and reused? See Figures 2 and 3.

Sec. 2.6.2.2 - Drilled Shaft and Slab Installation, Page 26, Line 8 states that the grid spacing for the drilled shafts changed from the 100-ft by 100-ft spacing due to land landfill optimization process. Line 2 identifies a 35-foot by 70-foot grid. What information led to this change and what is the impact to construction cost and duration?

Sec. 2.6.2.3 – Environment Considerations During Construction, Page 30, Line 22 discusses re-use of screened soils from the landfill. How and when will this information be determined? This could have an impact on the cost and duration of construction.

Sec. 2.6.3.1 – Truck Haul Routes – Are construction haul routes described in the documents for waste removal or all construction vehicles? Specifically, if the Midway Landfill site is selected, and concrete trucks are locally sourced, what is the route for the concrete trucks? City streets included in the haul routes for concrete trucks should receive an overlay at the conclusion of the project.

Sec. 2.6.3.2 – Level of Service – If the Midway Landfill site is selected, and concrete trucks are locally sourced, how will the quantity of the concrete trucks impact traffic patterns? Does the data in Table 2-5 include concrete trucks?

Appendix D4 Midway Landfill Human Health Risk Assessment

GENERAL QUESTION - For Contaminants of Interest, are there any potential mitigation measures that can be implemented during construction to mitigate any potential human health risks for all options at the Midway Landfill site?

Appendix G1 - OMF-S DEIS – Transportation Technical Report

Sec. 4.1.1.1 – Please updates with Kent's current Transportation Master Plan.

Sec 4.1.x – "Intersections" #2 (SR 99/S 244th St), #3 (SR 99/Midway Mobile Home Park), and #4 (S 246th St) are commercial driveways on the east side of SR 99 and do not need to be analyzed as intersections unless there is a direct impact on a public right-of-way intersection on the west side.

Sec 4.2.1.x – The location of the gates will need to be designed so expected queues do not extend into the public right of way assuming the likely usage and an additional safety factor.

Sec 4.2.1.5 – Why would parking be lost on S 252nd St.? The project would be required to construct standard frontage improvements which may include width for on-street parking.

Sec 4.2.2.1 – Converting the median to a southbound left-turn in the 24600 block will require WSDOT approval (RCW 46.61.020 (13)). Kent will require mitigation for the lost landscaping in the median.

Sec 4.6.1 – With this much truck traffic, S 272nd St. will need post-construction restoration.

Potential Funding Resources

The March 2021 *Center for Creative Land Recycling* newsletter included some articles that may be a resource for funding or resources that could be used should the Midway Landfill site be selected. The website for the *Center For Creative Land Recycling* can be found at <https://www.cclr.org/>. Also, the articles in the March 2021 Newsletter are listed below:

- 1) Vision to Action: Engaging Communities for Better Redevelopment - <https://www.cclr.org/sites/default/files/V2A%20Fact%20Sheet%20%2B%20Case%20Studies%20%283%29.pdf>
- 2) Real Estate Technical Assistance Opportunity - https://www.cclr.org/cre-technical-assistance?mc_cid=01cd720724&mc_eid=b4c1148da3
- 3) Targeted Brownfields Assessment Request in Region 10 (EPA) - https://www.epa.gov/brownfields/targeted-brownfields-assessment-requests-region-10?mc_cid=01cd720724&mc_eid=b4c1148da3
- 4) Power Up Your Program:
Using the Brownfields Community Capacity Assessment Tool Webinar - https://www.ksutab.org/education/webinars/details?id=452&mc_cid=01cd720724&mc_eid=b4c1148da3

Thank you again for the opportunity to comment on Draft Environmental Impact Statement for the proposed Operation and Maintenance Facility-South.

Sincerely,



Kurt Hanson
Economic and Community Development Director

c: Dana Ralph, Mayor
Derek Matheson, Chief Administrative Officer
Chad Bieren, P.E., Public Works Director
Matt Gilbert, Economic and Community Development Manager
Kelly Peterson, City of Kent Liaison to Sound Transit – FWLE

| City of Kent (Communications ID 473482) | | |
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| Comment ID | Comment Text | Response |
| 1 | <p>As previously stated by the City of Kent, the City of Kent does not object to the OMF-S facility being located within the city provided the OMF-S is constructed on the Midway Landfill site. The city provides the comments below on the three alternatives being analyzed in the DEIS.</p> <p>Figure ES-8 - Illustrated Metrics: Preliminary Capital and Operating Costs Estimates - Why the increased annual cost operation at the Midway Landfill compared to the other two sites? A 10% increase in costs at the Midway Landfill should be explained. This has not been identified in the DEIS and the public should be provided an opportunity to comment on the increased maintenance cost.</p> | <p>The additional \$1M in annual operations and maintenance costs for the Midway Landfill is discussed in the 2023 Draft EIS and this Final EIS in the Executive Summary and Section 2.5, Funding and Opinion of Probable Cost. The additional annual expenses are expected to be necessary to mitigate for potential risks posed by settlement and methane gas over the lifespan of the facility as well as higher operating costs for the trains to deploy each morning before passenger service begins and return to the OMF each night after passenger service has shut down.</p> |
| 2 | <p>Sec. 1.1 - Purpose of the Project - The purpose and need should identify which ST expansion projects requires the construction of the OMF-S facility. Is the OMF-S facility needed for the Federal Way Link Extension (FWLE) project? A portion of the FWLE is funded with ST3 funds.</p> | <p>Chapter 1, Purpose and Need for the Project, in the 2023 Draft EIS and this Final EIS explains that OMF South would be built in the South Corridor to maintain and store a portion of the light rail vehicle (LRV) fleet for the Sound Transit 3 system expansion as well as to receive, test, commission, store, maintain, and deploy new LRVs for the entire system.</p> |
| 3 | <p>Sec. 2.6 - Funding and Conceptual Cost Estimates - The DEIS identifies conceptual cost estimates that vary greatly between the Midway Landfill site and the other sites being considered. A detailed breakdown of the assumed costs associated with each alternative should be included in the DEIS to fully understand the alternatives being considered.</p> | <p>The purpose of the EIS process is to identify the potential impacts to the natural and built environment. The cost estimates were included for comparison purposes. A detailed cost breakdown is not included in the Final EIS.</p> |
| 4 | <p>Sec 2.7.2 - Next Steps and Schedule: Benefits and Disadvantages of Delaying Project Implementation - The FWLE project was extended as part of ST3. Would the delay of the OMF-S impact the level of service anticipated once the FWLE project was completed?</p> | <p>FWLE was included in Sound Transit 2, with additional funding provided by Sound Transit 3. A delay of OMF South would not affect the completion of FWLE or affect the FWLE level of service.</p> |

| City of Kent (Communications ID 473482) | | |
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| 5 | <p>Sec 3.2.1.2 - Transportation: Impact Thresholds - The City of Kent does not agree with the mitigation threshold of +10 seconds. Mitigation may be required based on a lower delay threshold.</p> <p>Sec 3.2.1.2 - Transportation: Impact Thresholds - The second paragraph needs to be clarified. Is the mitigation threshold for LOS E for SR 99 and LOS F for the other streets that are not HSS or state highways?</p> <p>Sec 3.2.1.2 - Transportation: Impact Thresholds - The City of Kent's current (2021) Transportation Master Plan LOS for SR 99 is LOS D or better.</p> | <p>Sound Transit typically uses a 10-second or 10-percent additional delay threshold when determining whether mitigation is needed for intersections already operating at LOS F. This threshold is used because it represents the conditions when there would start to be a noticeable vehicle delay increase compared with the No-Build Alternative.</p> <p>Section 3.2, Transportation, in the 2023 Draft EIS and this Final EIS clarifies the LOS standards for WSDOT, Federal Way, and Kent and notes that Kent follows the WSDOT LOS standard for SR 99, which is D or better.</p> |
| 6 | Sec 3.2.1.4 - Transportation: Transit - Metro Route 166 was eliminated in September 2020. Portions of the route are now served by Route 165. | This information was updated in Section 3.2, Transportation, in the 2023 Draft EIS and is reflected in this Final EIS. |
| 7 | Sec. 3.2.2.1 - Transportation: Environmental Impacts - Kent's future transportation projects have changed with the adoption of the new Transportation Master Plan located at https://www.kentwa.gov/city-hall/public-works/transportation-and-streets/transportation-planning . Please review and revise as necessary. | The list of projects planned by the City of Kent was updated in Section 3.2, Transportation, in the 2023 Draft EIS. This update is reflected in the Final EIS. |
| 8 | Sec 3.2.2.1 - Transportation: Environmental Impacts - Due to the impacts of construction on local streets, if the Midway Landfill site is selected for the OMF-S, South 259th Street will require a full width overlay. | Should the Midway Landfill Alternative be selected as the project to be built after publication of the Final EIS, Sound Transit would identify haul routes as part of its traffic management plan and comply with mitigation measures as required by the Kent City Code. |

| City of Kent (Communications ID 473482) | | |
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| 9 | <p>Sec. 3.2.2.1. - Transportation: Environmental Impacts, Non-Motorized Network - The updated Transportation Master Plan (TMP), adopted March 2021, details bicycle and pedestrian standards for Kent's transportation network. Below bicycle and pedestrian standards for the roadways in the Midway Landfill Study area. For more details on these standards, please see chapter 5 of the TMP located at https://kentwa.gov/home/showpublisheddocument?id=16632.</p> <ul style="list-style-type: none"> SR-99 - South 240th St to 1st driveway south of 244th St <ul style="list-style-type: none"> Bicycle - LOS 1 Pedestrian - Downtown/TOD Standard SR-99 - 1st driveway south of 244th St to S 259th St <ul style="list-style-type: none"> Bicycle - LOS 1 Pedestrian - Areas of High Pedestrian Activity S 259th St - SR 99 to West Hill Mobile Manor Driveway <ul style="list-style-type: none"> Bicycle - LOS 1 Pedestrian - Areas of High Pedestrian Activity S 259th St - West Hill Mobile Manor Driveway to east study limits <ul style="list-style-type: none"> Bicycle - LOS 1 Pedestrian - Other arterials S 240th St - All in study area <ul style="list-style-type: none"> Bicycle - LOS 2 Pedestrian - Downtown/TOD Standard S 252nd St from SR 99 to 29th Ave S; 29th Ave S from 252nd St to S 259th S; S 244th from SR 99 to just west of I-5; and new facility just west of I-5 between S 240th and S 244th St <ul style="list-style-type: none"> Bicycle- LOS 2 | <p>Appendix G1, Transportation Technical Report, of the 2023 Draft EIS and this Final EIS includes the LOS standards for nonmotorized facilities in the study area.</p> |
| 10 | <p>Sec 3.2.2.2 - Transportation: Environmental Impacts, "Intersections" #2 (SR 99/S 244th St), #3 (SR 99/Midway Mobile Home Park), and #4 (S 246th St) are commercial driveways on the east side of SR 99 and do not need to be analyzed as intersections unless there is a direct impact on a public right-of-way intersection on the west side.</p> | <p>These intersections were included for analysis early in the project to accommodate potential design changes. Based on the city's comments, Sound Transit removed analysis of these intersections from the text of Section 3.1, Transportation, of the 2023 Draft EIS, but kept the analysis of them in Appendix G1, Transportation Technical Report. This update is reflected in this Final EIS.</p> |

| City of Kent (Communications ID 473482) | | |
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| 11 | Sec 3.2.2.2. - Transportation: Environmental, Long Term Impacts - The location of the gates will need to be designed so expected queues do not extend into the public right of way assuming the likely usage and an additional safety factor. | As stated in Section 3.2.2.2 of the 2023 Draft EIS and this Final EIS, the access driveways and gate locations along driveways should allow for sufficient capacity to accommodate the inbound and outbound vehicles trips without additional queueing and delays that would impact intersection operations. While driveway space would be able to accommodate some number of vehicles, queues during peak hours could extend into the public right-of-way. Sound Transit will continue to revise the design to accommodate vehicle queues within the entrance driveway to the extent possible. |
| 12 | Sec. 3.2.2.2 - Transportation: Environmental, Long Term Impacts, Parking: Kent City Code 15.15.310 requires the following: <i>In order to provide adequate off-street parking, the lead agency for an HCT facility shall be required to provide a parking study, prepared as part of an EIS or separately, for each station, demonstrating that the parking demand will be satisfied.</i> This standard would apply to the OMF-S facility, Please indicate when this requirement would be fulfilled. | The OMF South project does not include a station. OMF South would be designed to accommodate the number of employees and visitors and to comply with the parking requirements of local jurisdictions. Section 4.2.1.5 of Appendix G1, Transportation Technical Report, of the Draft 2023 and this Final EIS discusses the parking assumptions for each alternative. |
| 13 | Sec. 3.2.2.3 - Transportation: Construction Impacts - Given the peak number of construction vehicles per day for the Midway Landfill alternatives, particularly the hybrid and full excavation alternatives, consultation with the Washington State Department of Transportation should be completed to consider options to access directly to I-5 similar to access during the landfill waste removal during the construction of the FWLE. Just north of the existing stormwater pond on the Midway Landfill, Structure B of the FWLE project has enough vertical separation to allow trucks to pass underneath and access I-5. | Should the Midway Landfill Alternative be selected as the project to be built after publication of the Final EIS, Sound Transit would consult with WSDOT on the possibility of direct access to I-5. Since the landfill is to the west of I-5, direct access could only be to southbound I-5 and would be constrained by the newly built FWLE facilities. This would only be a consideration if the excavated waste were to be hauled to a transfer facility south of the landfill. |
| 14 | Figure 3.2-8 - Existing Annual Average Daily Traffic Along Truck Routes: Midway Landfill Alternative - This figure identifies the proposed haul route for the Midway Landfill Alternative. Considerable traffic is proposed. If a Midway Landfill option is chosen, it will be required to complete a 2-inch minimum overlay on all haul routes within Kent's jurisdiction. In addition, a direct I-5 connection should be considered, particularly for the hybrid and full excavation options. Structure B within the FWLE project, just north of the Midway Landfill will be elevation enough to allow for a future road, therefore an alternative to access I-5 can be evaluated. | Should the Midway Landfill Alternative be selected as the project to be built after publication of the Final EIS, Sound Transit would identify haul routes as part of its traffic management plan and comply with mitigation measures as required by the Kent City Code. As stated in Section 3.2, Transportation, of the 2023 Draft EIS and this Final EIS Sound Transit would consult with WSDOT on the possibility of direct access to I-5. |

| City of Kent (Communications ID 473482) | | |
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| Comment ID | Comment Text | Response |
| 15 | Sec. 3.3.2.3 - Construction Impacts - Temporary Construction Easements (TCEs) should be identified in the DEIS on a map. How will these TCEs impact traffic volumes and access to city streets. These need to be considered in the analysis. | Due to the conceptual level of design, temporary construction easements are not identified in the EIS. Temporary construction easements would be determined during final design. The discussion of impacts to traffic volumes and access to city streets encompasses broadly anticipated impacts from temporary construction easements in addition to permanent acquisitions. |
| 16 | Sec 3.4.1.1 - Land Use: Affected Environment, Midway Landfill Alternative - The Midway Landfill would eliminate some commercial businesses along Pacific Highway South with are also shown on Figure 3.4-1. These commercial businesses should be discussed and specifically identified section 3.4.1.1. | The potential impacts to properties and businesses are based on a conceptual level of design. Potentially affected parcels are listed in Appendix H, Supporting Information for Other Technical Analyses. The Final EIS does not list individual businesses; it identifies the number of business displacements for each alternative for comparison of impacts between alternatives. The number of estimated business displacements is listed in Section 3.5, Economics, of the 2023 Draft EIS and this Final EIS. Additionally, Section 3.4, Land Use, identifies the impacts to commercial land uses within the Midway Landfill site. |
| 17 | Sec. 3.4.2 - Land Use: Consistency with Regional and Local Comprehensive Plans and Zoning - This type of facility is anticipated in KCC 15.04.060, allowed via a conditional use permit (CUP), and so would not be fundamentally inconsistent land use. Any design-specific impacts would need to be mitigated as part of the CUP approval. | Section 3.4.2, Consistency with Regional and Local Comprehensive Plans and Zoning, of the 2023 Draft EIS was updated in response to this comment. This update is reflected in this Final EIS. Design-specific details associated with permit submittals will be developed during the final design phase that follows the publication of the Final EIS. |
| 18 | Sec. 3.4.3.3 - Land Use: Construction Impacts - The DEIS estimates a Midway Landfill alternative would take up to 8 years to complete. What is the degree of uncertainty in these estimates? How would the construction duration impact residents to the south, adjacent to S. 259th Street? | The project schedule for the Midway Landfill Alternative reflected in the 2023 Draft EIS and this Final EIS is based on a conceptual level of design. If the Board selects the Midway Landfill Alternative as the project to be built, Sound Transit would update the project schedule as the design progressed. Please see Sections 3.2, Transportation and 3.6, Environmental Justice, Social Resources, Community Facilities, and Neighborhoods in this Final EIS for information about the potential construction and long-term impacts of the Midway Landfill Alternative to adjacent residents. |
| 19 | Table 3.5-5 – Economics: Property Acquisition Impacts on Businesses and Employees – This table identifies the four (4) businesses that would be displaced, with ten (10) total businesses affected. Please provide a complete list of the business names impacted for the Midway Landfill Site options. | The potential impacts to properties and businesses are based on a conceptual level of design. The nature of the impacted businesses is discussed in the 2023 Draft EIS and this Final EIS in Section 3.5, Economics, and the property parcels anticipated to be impacted are shown in Appendix H1, Potentially Affected Parcels. The analysis includes the number of impacted businesses by alternative for comparison of potential impacts between the alternatives. |

| City of Kent (Communications ID 473482) | | |
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| Comment ID | Comment Text | Response |
| 20 | Table 3.5-5 – Economics: Property Acquisition Impacts on Businesses and Employees – For this table Note 3 states employee displacements are based on building size and business type. The number of businesses where employees could be displaced are not that great the actual number can be identified. Numbers on the table appear to be absolute and not necessarily representative of the actual number of displacements. | The number of displaced employees is based on the business building size (taken from King County Department of Assessment data) and the type of business activity using square-foot-per-employee factors from the U.S. Department of Energy and the Institute for Transportation Engineers. While not an actual survey of businesses, it allows an equal comparison between alternatives, which is the intent of an EIS. |
| 21 | Sec. 3.6.2.3 – Social Resources, Community Facilities, and Neighborhoods: Construction Impacts – The Midway Landfill alternative might also impact the residential properties along the southern edge of the Midway Landfill. Provide a description of how these properties would be impacted, particularly since options at the Midway Landfill could take up to eight years for construction. | Section 3.6.2.3 in the 2023 Draft EIS and this Final EIS describes construction impacts to neighborhoods in proximity to the Midway Landfill Alternative under the subheading Impacts Common to All Build Alternatives. The impacts include access and mobility restrictions, increased truck traffic, localized adverse impacts to air and visual quality, and increased noise and vibration. |
| 22 | Table 4.5-1 – Past, Present and Reasonably Foreseeable Future Actions and Figure 4.5-1 – Past, Present and Reasonably Foreseeable Future Actions – Both the WSDOT SR509 Map (Map ID #1) and ST FWLE (MAP ID #2) are long linear projects. As depicted in Figure 4.5-1. These projects should be clearly illustrated on the map. | The figures in Chapter 4, Cumulative Effects Analysis, of the 2023 Draft EIS were reconfigured to address this comment. Figure 4.3-1 now shows the extent of the SR 509 and FWLE project corridors as they relate to the OMF South Midway Landfill Alternative. Figure 4.3-2 shows the location of the remainder of the projects discussed in the analysis. This update is reflected in the Final EIS. |
| 23 | GENERAL COMMENT – OMF-S appears to be larger than the Forrest Street OMF and the OMF-E. The alternatives in the DEIS appear to have expanded since earlier discussions with ST. Has the size of the OMF-S expanded and if so, please provided an explanation of why the expansion has occurred? If there is an expansion, how much of the expansion is intended for the expansion of light rail north of Seattle? | At the beginning of the site identification process, it appeared that a site of 40 to 50 acres would be large enough to meet the needs of OMF South based on a typical OMF layout template. However, as project development continued and the programming requirements of OMF South were more fully refined, it became apparent that larger sites were necessary to accommodate site circulation, site access, space for frontage improvements and building setback requirements, and variation in parcel sizes. In addition, more space was needed for repair and daily cleaning of the higher-capacity LRVs required to serve system-wide ridership growth. See Section 2.2, Alternative Development and Scoping, in the 2023 Draft EIS and this Final EIS for more detail. |
| 24 | GENERAL COMMENT – Many assumptions were made with each of the alternatives. A complete list of assumptions for each site alternative should be provided for the public and decision makers to review and understand during the comment period. | The assumptions concerning the design and construction of each alternative are discussed throughout the EIS as needed to understand and estimate the potential impacts under each element of the environment. |

| City of Kent (Communications ID 473482) | | |
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| Comment ID | Comment Text | Response |
| 25 | Appendix C - OMF-S DEIS Conceptual Design Drawings Midway Landfill Option 2 - Hybrid (Sheet 5) vs. Midway Landfill Option 3 Total excavation. Why include deep dynamic compaction in Option 2 sheet 5? Based on the cross section for the hybrid option, why add deep dynamic compaction when the full excavation option does call out 3-foot over excavation from the 1966 topography? Otherwise these are similar from an excavation perspective. Can the deep dynamic compaction be eliminated for a cost savings and/or a reduced construction time? | Deep dynamic compaction or some other form of stabilization would likely be necessary for the Hybrid subsurface design option because a portion of the landfill would be left in place. The supporting documents in Appendix D were written early in the conceptual design process. The assumptions made were purposefully conservative to account for unknowns. If the Board selects the Midway Landfill Alternative as the project to be built, Sound Transit would conduct further studies to refine construction requirements. |
| 26 | As required by Kent City Code section 15.15.020, the design requirements of KCC 15.15 shall apply to this site. An analysis of the site requirements from this section should be included. | Section 3.4., Land Use, of the 2023 Draft EIS and this Final EIS notes that the OMF would need to comply with Kent City Code Chapter 15.15, which includes design requirements to ensure that high-capacity transit facilities are well designed. |
| 27 | <u>Appendix D2 Interim Midway Landfill Preparation Memorandum</u> Sec. 2.1 - Earthwork Process, page14, Line 16 states the active excavation and hauling are assumed to be 12-hour shifts but may be 16-hours with two shifts. Is the construction duration for these alternatives based on a 12-hour shifts or 16-hour shifts? Both should be represented in the DEIS. Would 16-hour shifts decrease construction costs? Also, what would the reduction in the construction duration be with 16-hour shifts? | The construction durations assume 12-hour shifts. The supporting documents in Appendix D were written early in the conceptual design process. The assumptions made were purposefully conservative to account for unknowns. If the Board selects the Midway Landfill Alternative as the project to be built, Sound Transit would conduct further studies to refine construction requirements. |
| 28 | Sec. 2.1 - Earthwork Process, page14, Line 20 states excavation is assumed to be permitted only between May 1 and September 30. This is a significant assumption. This would have significant impact on construction duration and the cost of construction. Which agency makes this final determination and how can this be resolved prior to the decision making by the Sound Transit Board? | The supporting documents in Appendix D were written early in the conceptual design process. The assumptions made were purposefully conservative to account for unknowns. The construction window was assumed to be limited to the 22-week dry season between May 1 and September 30 to reduce the amount of precipitation that could potentially infiltrate into the open area of the landfill, which could further contribute to contaminated groundwater. If the Board selects the Midway Landfill Alternative as the project to be built, Sound Transit would conduct further studies to refine construction requirements. |

| City of Kent (Communications ID 473482) | | |
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| Comment ID | Comment Text | Response |
| 29 | Sec.2.2 - Drilled Shaft and Slab Installation, Page 14 line 36 states that drilled shafts are assumed to be 10-feet in diameter. These are quite large shafts and potentially very expensive. This is a significant assumption, Are these the largest shafts that would be required? What is the difference in cost and construction duration if the columns were a smaller diameter? What information is needed to the determine if smaller diameter shafts could be used and what are the cost savings? How can this be determined to refine potential construction costs prior to decision making by the Sound Transit Board? | The supporting documents in Appendix D were written early in the conceptual design process. The assumptions made were purposefully conservative to account for unknowns. If the Board selects the Midway Landfill Alternative as the project to be built, Sound Transit would conduct further studies to refine construction requirements. |
| 30 | Sec. 2,5 - Construction Phasing and Material Reuse, page 18, line 27 assumes a 5-acre open refuse area that will be limiting for space demands. How was the 5-acre open refuse area assumed and who makes that final determination? This might be able to be larger. Which agency makes this final determination and how can this be resolved prior to the decision making by the Sound Transit Board? If this can be larger, is there a potential reduction in cost and construction duration for Midway Landfill alternatives? | The 5-acre assumption is reasonable at the EIS stage in the planning process. The size would allow for continued control of landfill gas and water infiltration prevention. The actual size would need regulatory approval, and Ecology previously indicated they would allow only small areas to be open at a time. The 5-acre assumption was the basis for hauling transport modeling. Additional space would increase hauling and traffic impacts and could potentially overwhelm any facility receiving the material. The allowable open area would be coordinated with SPU and Ecology during final design if the Midway Landfill Alternative were selected as the project to be built. |
| 31 | Sec. 4,0 - Schedule, Page 33, Line 22, second schedule consideration states there may be an advantage to separating out. A description of the advantage should be included in the analysis. | As stated in Appendix D2, Interim Midway Landfill Preparation Memorandum, the schedules are preliminary and at a planning level. If the Board selects the Midway Landfill Alternative as the project to be built, Sound Transit would conduct further studies to refine construction requirements. |
| 32 | <u>Appendix D3 Conceptual Landfill Refuse Plan</u> Sec. 2.6.1 - Why is deep dynamic compaction proposed for the hybrid option but not the full excavation option when material will be removed and reused? See Figures 2 and 3. | The Full Excavation subsurface design option assumes complete backfill with competent soils. The Conceptual Landfill Site Reuse Plan was written as a high-level discussion to present possible construction approaches for the subsurface design options. If the Board selects the Midway Landfill Alternative as the project to be built, Sound Transit would conduct further studies to refine construction requirements. |
| 33 | Sec. 2.6.2.2 - Drilled Shaft and Slab Installation, Page 26, Line B states that the grid spacing for the drilled shafts changed from the 100-ft by 100-ft spacing due to land landfill optimization process. Line 2 identifies a 35-foot by 70-foot grid. What information led to this change and what is the impact to construction cost and duration? | As noted in the Conceptual Landfill Site Reuse Plan, the proposed spacing was modified after the design estimates for facility loads were advanced and more was learned about the landfill characteristics. At this very preliminary stage of engineering review of the Midway Landfill Alternative, it is not possible to make a definitive statement regarding the total schedule and budget, but it would have the potential to shorten the construction schedule and reduce cost. If the Board selects the Midway Landfill Alternative as the project to be built, Sound Transit would conduct further studies to refine construction requirements. |

| City of Kent (Communications ID 473482) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 34 | Sec, 2,6,2.3 - Environment Considerations During Construction, Page 30, Line 22 discusses reuse of screened soils from the landfill. How and when will this information be determined? This could have an impact on the cost and duration of construction'. | As noted in the Conceptual Landfill Site Reuse Plan, reuse of screened material would be subject to regulatory approval. Sound Transit would work with Ecology to determine the parameters of what would be allowed for reuse and what would need to be taken off-site for disposal. Actual screening could take place on-site. If the Board selects the Midway Landfill Alternative as the project to be built, Sound Transit would conduct further studies to refine construction requirements. |
| 35 | Sec. 2.6.3.1 – Truck Haul Routes – Are construction haul routes described in the documents for waste removal or all construction vehicles? Specifically, if the Midway Landfill site is selected, and concrete trucks are locally sourced, what is the route for the concrete trucks? City streets included in the haul routes for concrete trucks should receive an overlay at the conclusion of the project. | While the identified haul routes are meant to be representative of likely routes for waste-hauling vehicles, they could be representative for other construction vehicles as well. Should the Midway Landfill Alternative be selected as the project to be built after publication of the Final EIS, Sound Transit would identify haul routes as part of its traffic management plan and comply with measures as required by the Kent City Code. |
| 36 | Sec. 2.6.3.2 – Level of Service – If the Midway Landfill site is selected, and concrete trucks are locally sourced, how will the quantity of the concrete trucks impact traffic patterns? Does the data in Table 2-5 include concrete trucks? | Concrete trucks are included in the analysis presented in Table 2-5 of Appendix D3, Conceptual Landfill Site Reuse Plan, in the 2023 Draft EIS and this Final EIS. While the identified haul routes are meant to be representative of likely routes for waste-hauling vehicles, they could be representative for other construction vehicles as well. Should the Midway Landfill Alternative be selected as the project to be built after publication of the Final EIS, Sound Transit would identify haul routes as part of its traffic management plan and comply with measures as required by the Kent City Code. |
| 37 | <u>Appendix D4 Midway Landfill Human Risk Assessment</u> GENERAL QUESTION – For Contaminants of Interest, are there any potential mitigation measures that can be implemented during construction to mitigate any potential human health risks for all options at the Midway Landfill site? | Section 3.13, Hazardous Materials, in the 2023 Draft EIS and this Final EIS discusses avoidance, minimization, and mitigation measures that would apply to all subsurface construction design options for the Midway Landfill Alternative. |
| 38 | <u>Appendix G1 – OMF-S DEIS – Transportation Technical Report</u> Sec. 4.1.1.1 – Please update with Kent's current Transportation Master Plan. | Appendix G1, Transportation Technical Report, of the 2023 Draft EIS was revised to include the list of projects planned by the city of Kent. This update is reflected in the Final EIS. |
| 39 | Sec. 4.1.x – "Intersections" #2 (SR 99/S 244th St), #3 (SR 99/Midway Mobile Home Park), and #4 (S 246th St) are commercial driveways on the east side of SR 99 and do not need to be analyzed as intersections unless there is a direct impact on a public right-of-way intersection on the west side. | Based on the city's comment, Sound Transit removed the analysis of these intersections from the text of Section 3.1, Transportation, of the 2023 Draft EIS, but kept the analysis of them in Appendix G1, Transportation Technical Report. This update is reflected in this Final EIS. |

| City of Kent (Communications ID 473482) | | |
|---|--|--|
| Comment ID | Comment Text | Response |
| 40 | Sec 4.2.1.x – The location of the gates will need to be designed so expected queues do not extend into the public right of way assuming the likely usage and an additional safety factor. | Please see response to Comment ID 11. |
| 41 | Sec. 4.2.1.5 – Why would parking be lost on S 252nd St? The project would be required to construct standard frontage improvements which may include width for on-street parking. | The analysis conservatively estimated parking loss. The analysis assumed that roadway improvements on S 252nd Street could remove the gravel shoulder that some residents use for parking. |
| 42 | Sec. 4.2.2.1 – Converting the median to a southbound left-turn lane in the 24600 block will require WSDOT approval (RCW 46.61.020 (13)). Kent will require mitigation for the lost landscaping on the median. | Should the Midway Landfill Alternative be selected as the project to be built after publication of the Final EIS, Sound Transit would coordinate with the city of Kent and WSDOT on proposed roadway improvements during final design and comply with measures as required by Kent City Code. |
| 43 | Sec. 4.6.1 – With this much truck traffic, S 272nd St will need post-construction restoration. | Should the Midway Landfill Alternative be selected as the project to be built after publication of the Final EIS, Sound Transit would identify haul routes as part of its traffic management plan and comply with measures as required by Kent City Code, including post-construction restoration. |
| 44 | <p>Potential Funding Resources</p> <p>The March 2021 <i>Center for Creative Land Recycling</i> newsletter included some articles that may be a resource for funding or resources that could be used should the Midway Landfill site be selected. The website for the <i>Center for Creative Land Recycling</i> can be found at https://www.cclr.org/. Also, the articles in the March 2021 Newsletter are listed below:</p> <ol style="list-style-type: none"> 1) Vision to Action: Engaging Communities for Better Redevelopment – https://www.cclr.org/sites/default/files/V2A%20Fact%20Sheet%20%2B%20Case%20Studies%20%283%29.pdf 2) Real Estate Technical Assistance Opportunity – https://www.cclr.org/cre-technical-assistance?mc_cid=01cd720724&mc_eid=b4c1148da3 3) Targeted Brownfields Assessment Request in Region 10 (EPA) – https://www.epa.gov/brownfields/trageted-brownfields-assessment-requests-region-10?mc_cid=01cd720724&mc_eid=b4c1148da3 4) Power Up Your Program: Using the Brownfields Community Capacity Assessment Tool Webinar – https://www.ksutab.org/education/webinars/details?id=452&mc_cid=01cd720724&mc_eid=b4c1148da3 | Please see the response to Common Comment 5 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

April 6, 2021

Sound Transit Board
401 S Jackson Street
Seattle, Washington 98104

Re: Operations and Maintenance Facility – South Draft Environmental Impact Statement

Dear Sound Transit Board Members,

The City of Federal Way's Mayor and Councilmembers have reviewed the findings of the Draft Environmental Impact Statement (DEIS) of the potential sites for the Operations and Maintenance Facility South (OMF-South), conducted a Council Study Session with Sound Transit staff, have heard from our community, and have reviewed technical comments prepared by City staff. Our review has affirmed our belief that the Midway Landfill needs to be identified as the preferred alternative and ultimately be the site selected for this facility and the two Federal Way sites should be removed from further review.

We recognize that Sound Transit is building new transit infrastructure to support sustainable growth in our region. In doing so, Sound Transit should not make a decision that will have a lasting negative impact. Environmental review by way of NEPA and SEPA was implemented at the Federal and State levels to evaluate the impacts of government decisions in order to prevent them from causing unnecessary impacts to communities like those that the OMF-South will have in Federal Way. The 336th Street site will remove a church, a school, and a daycare that serve our community as well as residences and other businesses. The 344th Site will remove multiple churches, 20 residences, and a dozen businesses, including the Garage Town community that the DEIS presents as a single business but is in fact made up of over 60 unique owners and Ellenos Real Greek Yogurt, who recently invested millions of dollars in improvements to their regional and growing business. The Midway Landfill will displace significantly fewer businesses and employees, no residents, and no civic institutions.

The DEIS presents a clear preferred alternative when the impacts are considered and it is the Midway Landfill. In accordance with NEPA and SEPA, cost is not an Environmental Impact, however the prepared DEIS clearly shows that Sound Transit has elected to include costs within the decision matrix. In considering the overall impacts and a robust environmental review process, cost cannot be a factor in your decision, the impacts to the Federal Way sites are significant and will be far too detrimental to our community.

The DEIS inaccurately assumes that the City of Federal Way will approve vacating public roads, that City staff will modify our Development Standards to permit this development that would not be approved of other public or private developers, or that adequate mitigation to these items could be found. We strongly object to Sound Transit's finding of regulatory certainty on behalf of the Federal Way sites by unilaterally

assuming City approval. Additionally, Sound Transit does not have adequate authority to commit the City of Federal Way to a future legislative act in vacation of opened and utilized public right-of-way.

The City and Sound Transit have a shared interest in the success of the light rail system and have enjoyed a successful partnership on the Federal Way Link Extension to date. We have seen and heard from Sound Transit a willingness to look to the future and make the decisions that are in the best interest for the future of this region. In this spirit, we ask that the Sound Transit Board remove the two Federal Way locations and select the Midway Landfill as the preferred alternative and site of the new OMF-South.

City staff will provide additional technical comments under separate cover.

Sincerely,

FEDERAL WAY MAYOR AND CITY COUNCIL



Jim Ferrell, Mayor



Susan Honda, Council President



Lydia Assefa-Dawson, Councilmember



Gregory Baruso, Councilmember



Hoang V. Tran, Councilmember



Leandra Craft, Councilmember



Martin A. Moore, Councilmember



Linda Kochmar, Councilmember

CC: Peter Rogoff, CEO, Sound Transit
EJ Walsh, P.E., Public Works Director
Brian Davis, Community Development Director
Ryan Medlen, Sound Transit Liaison



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Jim Ferrell, Mayor

April 19, 2021

By Email

Mr. Curvie Hawkins
Mr. Hussein Rehmat
Sound Transit
401 S Jackson Street
Seattle, WA 98104
OMFSouthDEIS@soundtransit.org

RE: Operations and Maintenance Facility – South DEIS City of Federal Way Technical Review Comments

Dear Mr. Hawkins and Mr. Rehmat,

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement (DEIS) for the Operations and Maintenance Facility South (OMF South). As you are aware, two of three sites that Sound Transit is considering are within the City of Federal Way. We have appreciated the collaborative nature of the relationship Sound Transit staff looks to have with the City.

The City has taken an official position on the OMF South in a previously provided letter signed by the Mayor and full City Council dated April 6, 2021. This second letter focuses on technical comments and input to help the EIS be finalized and published as the most accurate document possible.

City staff understands that this project is not intending to use Federal funds and therefore not subject to NEPA at this time and that the DEIS is issued as result of Sound Transit issuing a Determination of Significance under SEPA. In light of this and pursuant to WAC 197-11-550, many of our comments can be regarded as requests for clarifying or additional information.

However, items with greater significance are clearly identified as a request for alternative methodology or specific mitigation measures that will be necessary to allow the City to permit the project in the event that one of the locations within Federal Way is ultimately identified.

Construction Cost and Schedule

The DEIS prominently presents cost and construction schedule information in the executive summary, body of the DEIS, and in presentations to the public on the same level as displacements, ecological impacts, and other environmental impacts. Cost to the developer is not a factor of consideration in SEPA reviews or an applicable environmental element in the WAC that has to be considered. The DEIS does not clearly identify the basis for consideration of construction costs so City staff is unable to provide comment beyond that it is not an environmental impact and should not be considered in the EIS. By putting forth these three alternatives in the DEIS, Sound Transit has identified them as reasonable alternatives and should consider them against their environmental impacts alone.

If Sound Transit determines inclusion of costs is appropriate and should remain part of the EIS, then the discussion must be comprehensive for all three alternatives. High-level construction cost information was included for the Midway Landfill, but not for the other alternatives. Comparable evaluation of the relocation, property acquisition, and environmental mitigation would be necessary to understand how cost factors into the analysis being performed in the EIS. If such an analysis is not complete, then it should be noted why no further study is required and the actual costs should be removed and discussed at a summarized, conceptual level only. Other questions left unanswered with regards to cost include:

- Is Sound Transit limiting their ability to seek Federal assistance by building the mainline as part of a project not subject to NEPA?
- Why is the additional maintenance cost for the Midway site not addressed?
- What is the estimated cost of the mainline construction? Alteration to the BPA Power Lines?
- Why does the Midway Landfill Site consider additional costs for settlement even on the option to completely remove the waste from the site?
- The operating cost difference is not addressed in the DEIS, what is the reason for this difference?

As with the discussion on costs, schedule is not a typical environmental element. With no basis for inclusion provided, all discussion about construction schedule should be removed from the DEIS or considered comprehensively for all three site alternatives. As discussed under the City's comments on transportation impacts, both Federal Way alternatives require improved public

rights-of-way to be vacated. The vacation process is expected to take 18-24 months and is a Council legislative action. This will add significantly to the timeline.

The following are additional comments relating to cost and schedule:

Page 2-24

- Work hour variance approvals will be required for the construction schedule presented to be allowed in Federal Way.

Page 2-29

- Section 2.6 just covers cost estimates. Where is a discussion on funding in this section?

Page 2-31

- Do these dates consider Sound Transit's realignment effort?
- Based on outlined schedule, 2024 is not a realistic start of construction with required ROW vacations.
- Table 2.7-1 does not present a feasible schedule including the Right of Way vacation process for FW. Sound Transit needs to review that and incorporate into schedule. Right-of-way vacation would need to start approximately early Summer of 2021 for the proposed schedule to be accomplished.
- The requirements, mitigation and processes for Right of Way vacation are not identified or included within the DEIS.

Transportation Impacts

Both site alternatives in Federal Way, 336th St. and 344th St., remove improved public rights-of-way and a north-south road connection. 341st Pl., 344th St., and 20th Ave. S., are all identified in the Federal Way Comprehensive Plan as minor collectors (refer to Map III-3). Additionally, they are each a bicycle route identified in Map III-16. The DEIS indicates the shared markings are an unfunded project when the project is currently out to bid. Additionally, the trip distribution model presented does not redistribute trips from the roads proposed for vacation.

We have appended to this letter an attachment that includes a number of comments and corrections to the Technical Appendix G1. These appended comments are meant to aid in improving the technical report to better inform the analysis of the EIS. The mitigation requested in the body of this letter takes precedence in our ability to permit the project.

The following comments relate to Section 3.2 of the DEIS:

Page 3.2-5

- Level of Service is not the basis for defining impacts associated with right-of-way vacations. Refer to FWRC Chapter 4.20.

Page 3.2-7

- While Section 3.2.1.4 may be correct that the Midway Landfill is primarily served by routes on Hwy 99, the Federal Way sites include Pierce Transit routes split between 336th St., Hwy 99, and 16th Ave S. King County only has a commuter route on Hwy 99.

Page 3.2-11

- Regarding Section 3.2.1.6, the City is in the process of updating on-street parking restrictions in the area and the rule will be in effect this summer.
- Regarding Section 3.2.1.7, the number of collisions is only one part of the safety measures the City uses and is meaningless by itself. For intersections, the City uses collision rate (collisions per million entering vehicles); societal cost; and severity rate (societal cost per million entering vehicles). The DEIS should use these measurements as they are more useful to determining whether mitigation is needed and will ultimately be required as part of Concurrency permitting of the sites.

Page 3.2-14

- Verify that Pierce Transit will continue their service long-term. They have stated they intend to truncate their lines at the South Federal Way Station when TDLE opens.
- Installation of shared lane markings for bicycles is currently out to bid.

Page 3.2-15

- Why not use a travel demand model for more realistic trip assignment, especially when roadway closures would redistribute trips?

Page 3.2-23, Table 3.2-8

- Standard v/c is 1.0 at unsignalized intersections in Federal Way.
- V/c needs to be reported for all intersections in Federal Way.

Page 3.2-39

- The City can provide actual traffic counts upon request and Table 3.2-17 as well as other sections of the report can be updated to provide more accurate information. AADT is not typically presented as a range.

Page 3.2-41

- All signage is required to be reflective regardless, so providing it is not a mitigation measure.

Page 3.2-42

- Section 3.2.3 is incorrect for the Federal Way sites as the facility has long-term planning and operational impacts by not providing a road network consistent with City Development Standards and removing existing roads incorporated into the Comprehensive Plan.

Alternative Methodology - Transportation

The trip distribution modeling needs to address the redistribution of existing trips based on the proposed conditions. Further analysis and appropriate mitigation is required as part of any request for a right of way vacation under Federal Way code.

Mitigation - Transportation

No mitigation for the loss of the roads or alternate travel routes is identified nor do the conceptual designs meet Federal Way Development Standards for vehicular block perimeter. The City of Federal Way requires the project mitigate all public roadways being vacated by incorporating roadways of identical functionality for vehicles, pedestrians, and bicycles in a manner that complies with the City's block perimeter requirements and Comprehensive Plan.

Public Safety

The DEIS correctly states that the City of Federal Way has expressed concerns over the potential effects on response times from either the 336th St. or 344th St. alternatives. 20th Ave. functions as a bypass road for Pacific Highway and 16th Ave. that provides an alternative north-south route for officers who may be responding from anywhere in the City. Section 3.14 states that "it is not possible to accurately determine how the road closure would affect their response time." While then concluding that "the closure [of 20th Avenue] would likely have very little impact on their response time to the area".

We disagree that this impact to response times is insignificant. Given that this issue was identified prior to publication of the DEIS and no mitigation is provided, there must be an analysis to justify the findings in the EIS.

Mitigation – Public Safety

Incorporate a replacement north-south connection parallel to 16th Ave and Pacific Highway for emergency vehicle response. This mitigation overlaps with the requested mitigation for the impacts to the City road network.

Economic and Fiscal Impacts

The following comments relate to Section 3.5:

- Sound Transit should provide actual counts for employee displacements rather than estimates.
- Property taxes as a snapshot in time should be easily calculable as they are published every tax year by the King County Assessor's Office.
- The DEIS does not consider the opportunity cost difference between the three sites. As a landfill and Superfund site, the Midway site will likely have a low opportunity cost. City staff contracted with the FCS Group to assess the opportunity cost of the Federal Way's sites. The findings include that the 344th St. and 336th St. sites have 31.4 and 21 acres of vacant or redevelopable land respectively based on King County buildable lands guidance. As the OMF-South will represent a permanent change of land use to public/institutional, the diminished capacity for population and employment growth for the region that change in use represents needs to be considered.

Page 3.5-8, Table 3.5-5

- The City had the FCS Group review potential employment. Their review found general concurrence with the baseline for the estimated employees directly displaced, but found the impact of those jobs lost would cause a significant number of additional jobs to be lost in the area. In total, the OMF-South will result in \$30 - \$50 million in lost economic output depending on what site is chosen.
- We understand the information presented to be based on the conceptual 10% OMF-South plans. However, the DEIS needs to acknowledge that any change to the design that expands the footprint will not be inconsequential. Environmental mitigation, additional transportation improvements, and stormwater management are all risks to the footprint expanding. The immediate area surrounding either Federal Way site alternative supports over 300 additional jobs.

Page 3.5-9

- Reference to fiscal impacts as small is a matter of opinion. The DEIS language should be neutral.

- Clarify whether the proportion of assessed valuation is based on assessed valuation or taxable valuation. As all land and buildings typically have an assessed valuation even if they are tax exempt, such as government buildings or developments receiving special tax exemptions. Taxable valuation is more relevant to assessing economic and fiscal impacts.

Alternative Methodology – Economics

- Provide an accurate count for the purposes of employment displacement.
- Consider indirect and induced job loss, as well as economic output loss.
- Address the level of risk and the potential consequences to the OMF-South footprint expanding as design progresses. Further plan development beyond 10% may be required to provide this information and an accurate comparison with the three sites.
- Evaluate and assess the impact to growth capacity and the economic opportunity costs for the three alternative sites. The City has evaluated the 344th St. and 336th St. sites and found the potential impacts to tax revenue to be even greater than estimated impacts based on current development. Industrial vacancy rate in the City is approximately 0.5% and the lost employment opportunities represent a 50% to 100% increase in direct employment effects.

Land Use Impacts

The following comments relate to Section 3.4:

Page 3.4-20

An essential public facility (EPF) is allowed in all zones consistent with State Law and pursuant to FWRC 19.105.020. The design has not progressed to a point for specific mitigation to be discussed, but at a minimum land use compatibility measures consistent with Federal Way Revised Code is required. The project is also expected to comply with community design guidelines under FWRC 19.115.

The following comments are from City staff review of Appendix F, Technical Report on Land Use:

Page F2-10

- Table F2-4 is incomplete without acknowledging that the OMF-South is considered an EPF and will be reviewed under FWRC 19.105.020.

Page F2-13

- The information presented in Appendix C is not sufficient to justify the finding that the response to LUP14 is accurate or feasible.
- With regards to the comment on LUP23, how is a finding that alternative facilities could be developed consistent with the lack of provision of alternative facilities in the conceptual designs presented in Appendix C? One of the alternatives stretches from I-5 to 16th Ave. which eliminates the possibility for an alternative facility.

Page F2-14

- Comprehensive Plan policies need to be considered in totality. The proposal does not seem consistent with LUP35 or LUP38.
- With regards to the finding on LUP47, the Neighborhood Business (BN) zone is not proximal to the light rail system.
- With regards to the finding of LUP59, this sentence doesn't make sense as this policy states that the City development code will have a process for reviewing EPFs as per State law. The policy is not for de facto EPF approval nor is approval of an EPF implementation of this policy.

Additional Information – Land Use

Describe the proposal in enough detail to affirm that adequate room exists for appropriate compatibility between land uses. Deference to complying with code is identified, but a specific landscape buffer and planting schematic is not. The EIS needs to verify that adequate room exists on the site for this buffering after considering construction of lead tracks, security needs, and guideway clear zone requirements. The conceptual plans are not detailed enough for us to concur that mitigation is feasible.

Mitigation – Land Use

EPFs are required to provide mitigation based on the level of impact which will be reviewed as the project develops and information is refined. However, it is noted that FWRC 19.125 requires a 25-foot Type 1 landscaping buffer between industrial uses and residential zoning districts. That provides a baseline as to the level of screening that will be expected for at least a portion of the 336th St. and 344th St. alternatives. The impact of the guideway clear zone on the ability to meet the planting performance standards must be considered.

Environmental and Water Resources

The DEIS notes that Sound Transit will develop plans to mitigate “the effects of the project on wetlands, streams, and regulatory buffers on a watershed basis.” The work is noted as being

planned to be done in accordance with Federal, State, and local requirements as well as through consultation with tribal biologists. Similarly, water resources are noted as providing of mitigation through compliance with applicable stormwater permitting requirements. Such a broad statement for purposes of mitigation is hard to refute and we encourage Sound Transit to thoroughly evaluate the feasibility of the path forward for the Federal Way sites.

The following comments apply to Section 3.10:

- Has the potential need for large, woody debris as part of the stream restoration been evaluated? This could add to any potential flooding complications.
- Loss of fish habitat and associated identifiable mitigation is not included.

Page 3.10-6

- This section notes that the West Fork Hylebos Creek Tributary is subject to flooding issues while also noting the plan is to regrade the area constricting the wetland and possibly the stream bed. There doesn't appear to have been adequate hydraulics analysis to assess the feasibility of this work as presented in Appendix C.
- It is not clear how City Code will be met as part of regrading and realigning a stream channel.

Page 3.10-11

- The S 344th St. site indicates there is a 60-foot culvert in the current designs to accommodate an emergency access road. Under FWRC 19.145 it will be very challenging to meet the requirements to build a new culvert for a stream. Alternative site designs must be provided to show there is no other option and convenience is not a justification. The design needs to be updated to remove the culvert.

The following comments applies to Appendix G3 and is from pages G3-8 and G3-9:

- The Executive Proposed Basin Plan Hylebos Creek and Lower Puget Sound (King County 1991) should be a data source considered.

The following comment applies to Section 3.11 and is from page 3.11-14:

- Shouldn't the relocation of the existing WSDOT stormwater facility be part of the environmental analysis? No location is identified and it is a result of the proposed project.

Noise and Visual Impacts

The assessment of visual impacts by the Federal Way site alternatives, which both impact 336th at I-5, did not adequately address the presence of the historic Weyerhaeuser Campus immediately east. 336th St. and 344th St. site visual impacts need to be considered from former Weyerhaeuser property along 336th; this would likely change its level of visual impact from medium to medium-high or high;

The following comments pertain to Appendix G2:

- What is the source for the projected project noise level? How will this be verified against project completion?

Page G2-11

- What about bells from the light rail vehicles or other signals at crossings or upon exiting onto the tracks? This is not directly addressed.

Cumulative Impacts

The Commercial Enterprise (CE) zone is the only light industrial zone in the City of Federal Way and land will be converted for both the OMF-South (should a Federal Way location be selected) and the Tacoma Dome Link Extension. The cumulative impacts section discusses the impacts of light rail in the context of typical mixed-use, transit-oriented development which is not consistent with the current City industrial zoning. TDLE will be building stations in industrially zoned and/or developed lands in Fife and Tacoma (east station). Industrial land is at a premium in the region and if it is challenging for businesses displaced by transit facilities to relocate, it may push them further out to find suitable locations (as previously noted, the vacancy rate is as low as 0.5%). This related action could lead to sprawl or greenfield development and the DEIS should contemplate cumulative impacts of this land conversion comprehensively. The DEIS needs to consider the cumulative impacts of all known Sound Transit projects on industrial land supply based on current zoning.

Section 2.4.1 notes the OMF South and OMF North will have greater capacities than OMF East and OMF Central. What is the impact of other link extensions? This implies OMF North and South will produce greater externalities. Total capacity of the 4 OMFs is 496 LRVs. As OMF South is being built before OMF North, any reduction in footprint as a result of planned capacity exceeding project capacity will fall on OMF South. Section 4.5 should include a table of the link extensions coming online, such as Lynnwood and East, along with OMF capacities to better highlight the need and impacts of regional light rail extensions within Sound Transit 3.



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www.cityoffederalway.com
Jim Ferrell, Mayor

Please reach out to either of us or Ryan Medlen if you have any questions regarding the comments in this letter.

Sincerely,

EJ Walsh, P.E.
Public Works Director

Brian Davis
Community Development Director

cc: Jim Ferrell, Mayor
Ryan Medlen, Sound Transit Liaison

Attachment: Supplemental Appendix G1 comments
Sound Transit OMF Site Opportunity Cost Impact Assessment

Attachment

Supplemental Appendix G1 comments

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Appendix-G1-transportation-tech-report.pdf Markup Summary

10 (1)

dway Landfill Alternative, South 336th Street
spectively (Figures G1-1-2 through G1-1-4).

Add description of existing
land uses at each site

Page Index: 10

Add description of existing land uses at each site

21 (1)



Page Index: 21

Label 21st Ave S on all figures

22 (1)

| | |
|--------------------|----|
| Minor Collector | 2 |
| Principal Arterial | 6 |
| Principal Arterial | 2 |
| Local Street | 2 |
| Minor Collector | 2 |
| Local Street | 2 |
| Interstate/Freeway | 11 |

5 Lanes

Page Index: 22

5 Lanes

41 (1)

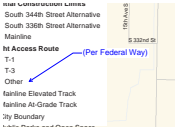
was, there are several designated freight
ite
l route
ace: T-3 route
ace: T-6 route

signed truck/freight route by the cities c
is also designated 16th Avenue S as a

Page Index: 41

add dashes

43 (2)



Page Index: 43

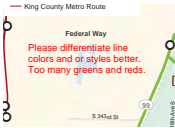
(Per Federal Way)



Page Index: 43

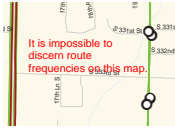
Please differentiate line colors and or styles better.
Too many greens.

46 (2)



Page Index: 46

Please differentiate line colors and or styles better.
Too many greens and reds.



Page Index: 46

It is impossible to discern route frequencies on this
map.

Mainline

Bicycle Facility Type

Shared Roadway

Mainline Elevated Track

Mainline At-Grade Track

y Bicycle Lanes

Track

Page Index: 49

Bicycle Lanes

Table 61-1-10: Counting Collisions at Intersections of South 336th Street and South 340th Street with the Highway 99 Area Intersections

| Intersection | Year | Collisions | Collisions per Million Vehicle Miles |
|-----------------------------------|------|------------|--------------------------------------|
| South 336th Street and Highway 99 | 2019 | 1 | 0.0001 |
| South 340th Street and Highway 99 | 2019 | 1 | 0.0001 |

Page Index: 54

Is this the correct intersection? Should this be 16th Ave S?

Table 61-1-10: Counting Collisions at Intersections of South 336th Street and South 340th Street with the Highway 99 Area Intersections

| Intersection | Year | Collisions | Collisions per Million Vehicle Miles |
|-----------------------------------|------|------------|--------------------------------------|
| South 336th Street and Highway 99 | 2019 | 1 | 0.0001 |
| South 340th Street and Highway 99 | 2019 | 1 | 0.0001 |

Page Index: 54

Collision rates should be provided per City of Federal Way TIA guidelines to identify potential inadequacies, defined as:

- A collision rate of more than 1 collision per million entering vehicles at an intersections
- A collision rate of more than 10 collisions per million vehicle miles on a roadway segment

It's both - the westOMF S leg is S 340th PI
South 336th Street and Highway 99 Area Intersections

Page Index: 54

It's both - the west leg is S 340th PI

Table 61-1-10: Counting Collisions at Intersections of South 336th Street and South 340th Street with the Highway 99 Area Intersections

| Intersection | Year | Collisions | Collisions per Million Vehicle Miles |
|-----------------------------------|------|------------|--------------------------------------|
| South 336th Street and Highway 99 | 2019 | 1 | 0.0001 |
| South 340th Street and Highway 99 | 2019 | 1 | 0.0001 |

Page Index: 58

Collision rates should be provided per City of Federal Way TIA guidelines to identify potential inadequacies, defined as:

- A collision rate of more than 1 collision per million entering vehicles at an intersections

South 336th Street and South 340th Street Alternative 99 BAT Lane, representing 30 percent of all roadways in the area
HOV, not BAT
Index 01: Transportation Technical Report

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HOV, not BAT

Intersection #2 (SR 99/S 336th Street) would experience a decrease in collisions during the 2042 PM peak hour and would no longer be the intersection with the highest collision rate in the area.
Please provide context for why PM peak hour delay at Intersection #2 decreases from existing to 2042 no-build conditions (changes in PHFs, signal timings, etc?)

Page Index: 63

Please provide context for why PM peak hour delay at Intersection #2 decreases from existing to 2042 no-build conditions (changes in PHFs, signal timings, etc?)

Table 61-1-10: Counting Collisions at Intersections of South 336th Street and South 340th Street with the Highway 99 Area Intersections

| Intersection | Year | Collisions | Collisions per Million Vehicle Miles |
|-----------------------------------|------|------------|--------------------------------------|
| South 336th Street and Highway 99 | 2019 | 1 | 0.0001 |
| South 340th Street and Highway 99 | 2019 | 1 | 0.0001 |

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SB volumes incorrect

Actually, it's out to bid right now.

Please elaborate on trip distribution methodology. Why weren't other sources used (such as local transportation models or census data)

A separate trip generation section should be included that provides more detail on methodology. Per the Sound Transit (2020a) report, in addition to employee-related trips, the trip generation should take into account site-related deliveries and existing site uses that will be removed as a result of the project. It is also unclear how the information included in the Sound Transit (2020b) report led to the auto volumes outlined in Table G1.4-7. For example, why would there be so few departures in the AM when the graveyard shift ends right before the AM peak hour begins?

Please provide clarification: 450 spaces of 427 spaces?

Why would this be the case of some no-build improvements are not feasible with projects?

The closure of 20th Ave S needs to be adequately analyzed. As currently analyzed, existing traffic utilizing the portion of 20th Ave S is not removed and rerouted to other roadways.

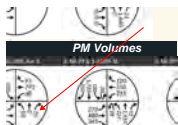
While this is true, it would impact the usefulness of the 20th Ave extension and limit potential plans for non-motorized connections

Closure needs to be evaluated as a Comp Plan amendment, as 20th Avenue S is shown therein as a minor collector, and a Street Modification request for failing to meet block perimeter requirements. Impacts to emergency response also need to be addressed. This is also true for the S 344th Alternative. Approval is in no way assured, but realignment may be considered.



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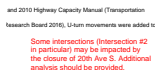
This figure should include trip distribution percentages on the map, or separate trip distribution figures should be provided.



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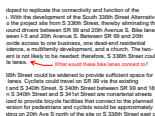


20th Ave S of 336th Street will be closed as part of this project. Existing trips entering and exiting need to be removed and rerouted in order to adequately analyze the impacts of the roadway closure.



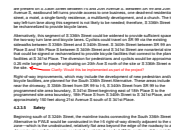
Page Index: 93

Some intersections (Intersection #2 in particular) may be impacted by the closure of 20th Ave S. Additional analysis should be provided.



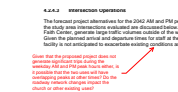
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What would these bike lanes connect to?



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Clarify: Would this be implemented as part of the project?



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Given that the proposed project does not generate significant trips during the weekday AM and PM peak hours either, is it possible that the two uses will have overlapping peaks at other times? Do the roadway network changes impact the church or other existing uses?



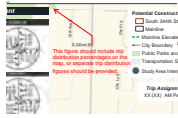
Page Index: 96

For trips removed from intersection #6: volumes should either be: (1) rerouted to other intersections in the network, or (2) if to be removed completely, trips should be removed at other intersections as well and justification should be provided as to why those trips will be removed from the network.



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Provide additional detail regarding the function of 20th Ave S under this scenario. Who will be able to use it and at what times? Will the existing church still have access?



Page Index: 97

This figure should include trip distribution percentages on the map, or separate trip distribution figures should be provided.

98 (4)

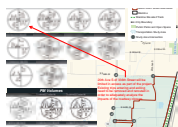


Page Index: 98

For trips removed from intersection #6: volumes should either be: (1) rerouted to other intersections in the network, or (2) if to be removed completely, trips should be removed at other intersections as well and justification should be provided as to why those trips will be removed from the network.

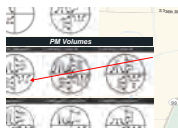


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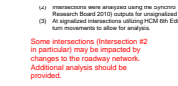
Page Index: 98

20th Ave S of 336th Street will be limited in access as part of the project. Existing trips entering and exiting need to be removed and rerouted in order to adequately analyze the impacts of the roadway closure.



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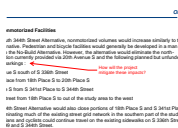
99 (1)



Page Index: 99

Some intersections (Intersection #2 in particular) may be impacted by changes to the roadway network. Additional analysis should be provided.

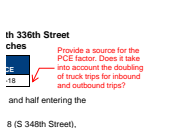
103 (1)



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How will the project mitigate these impacts?

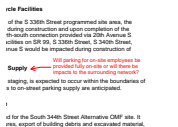
114 (1)



Page Index: 114

Provide a source for the PCE factor. Does it take into account the doubling of truck trips for inbound and outbound trips?

118 (1)



Page Index: 118

Will parking for on-site employees be provided fully on-site or will there be impacts to the surrounding network?

Attachment

Sound Transit OMF Site Opportunity Cost Impact Assessment

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To: E.J. Walsh and Ryan Medlen
City of Federal Way

Date: April 19, 2021

From: Gordon Wilson
Todd Chase
Tim Wood
FCS GROUP



RE Sound Transit OMF Site Opportunity Cost Impact Assessment DRAFT

INTRODUCTION

As Sound Transit expands its light rail network throughout the region, it has identified the need for a new regional Operations and Maintenance Facility (OMF) to store and maintain its growing fleet of vehicles. The agency has determined that an OMF should be located to the south of Sea-Tac International Airport. Sound Transit has pared down an initial list of candidate sites to three, including one on a landfill site in Kent and two potential sites in Federal Way.

The City of Federal Way contracted with **FCS GROUP** to analyze the potential economic impacts of the two Federal Way sites. A previous Memorandum by FCS dated April 13 describes the potential short-term economic impact of the OMF based on the most current assumptions that have been made available by Sound Transit as of April 1, 2021.

Because much of the property being considered by Sound Transit is classified as vacant or underutilized land, this Memorandum evaluates the opportunity cost to local and state governments if this land is utilized by the OMF. When vacant and underutilized land is not developed by private (or not-for-profit) entities at its highest and best use it will not produce governmental tax revenues, jobs or housing. This in-turn represents a potential opportunity cost associated with foregone future tax revenues, jobs and housing within local and state government agencies.

SITE DESCRIPTIONS

For the purposes of this analysis, FCS evaluated the two Federal Way sites. The two sites are adjacent to one another located between Pacific Highway and Interstate 5 in the Kitts Corner area of the City (see the site map in **Exhibits 1 & 2**). There is a 27.37-acre area which is a part of both sites consisting of warehouses, residential and industrial properties and housing.

The two sites are as follows:

- **344th Street Site:** is a 59.64-acre site south of the CFC site. Existing uses are primarily industrial and commercial, with some single family residential, spread across 52 separate parcels with a southern boundary along South 344th Street. The site includes the 27.37-acre area that is shared (included) with the CFC site mentioned below. The vacant and redevelopable land within this site (31.43 net acres) is identified by zone classification in **Exhibit 3**.
- **Christian Faith Center (CFC) Site:** is a 59.98-acre northernmost site which is primarily owned by the Christian Faith Center, including a large church, school and community facility. The CFC owns 80% of the site, the remainder includes the 27.37-acre shared area mentioned above. This

site will be referred to as the CFC site in this study. The vacant and redevelopable land within this site (21.06 net acres) is identified by zone classification in **Exhibit 3**.

Exhibit 1: Vacant and Redevelopable Site Map by Tax Lot (344th Site)

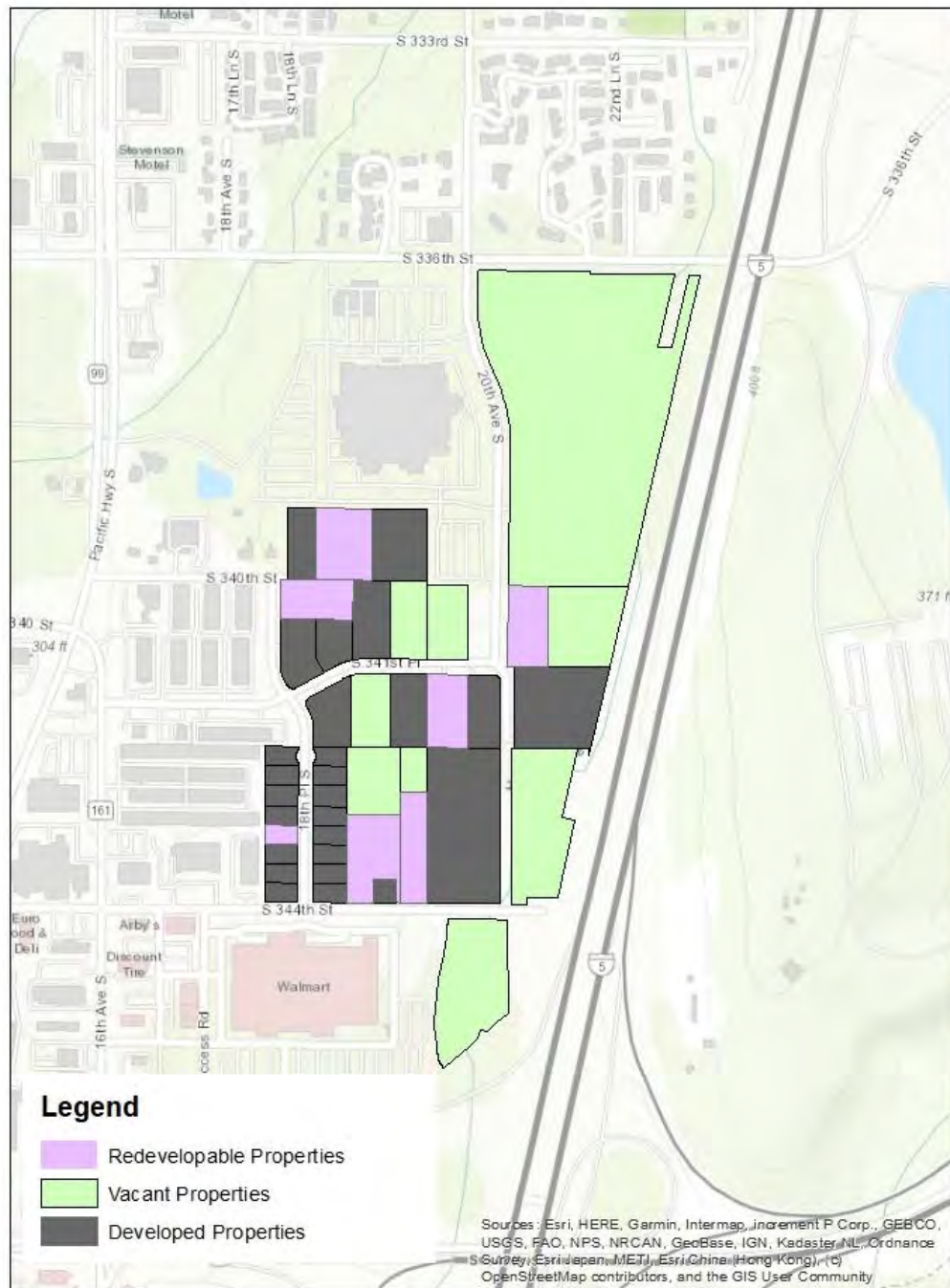
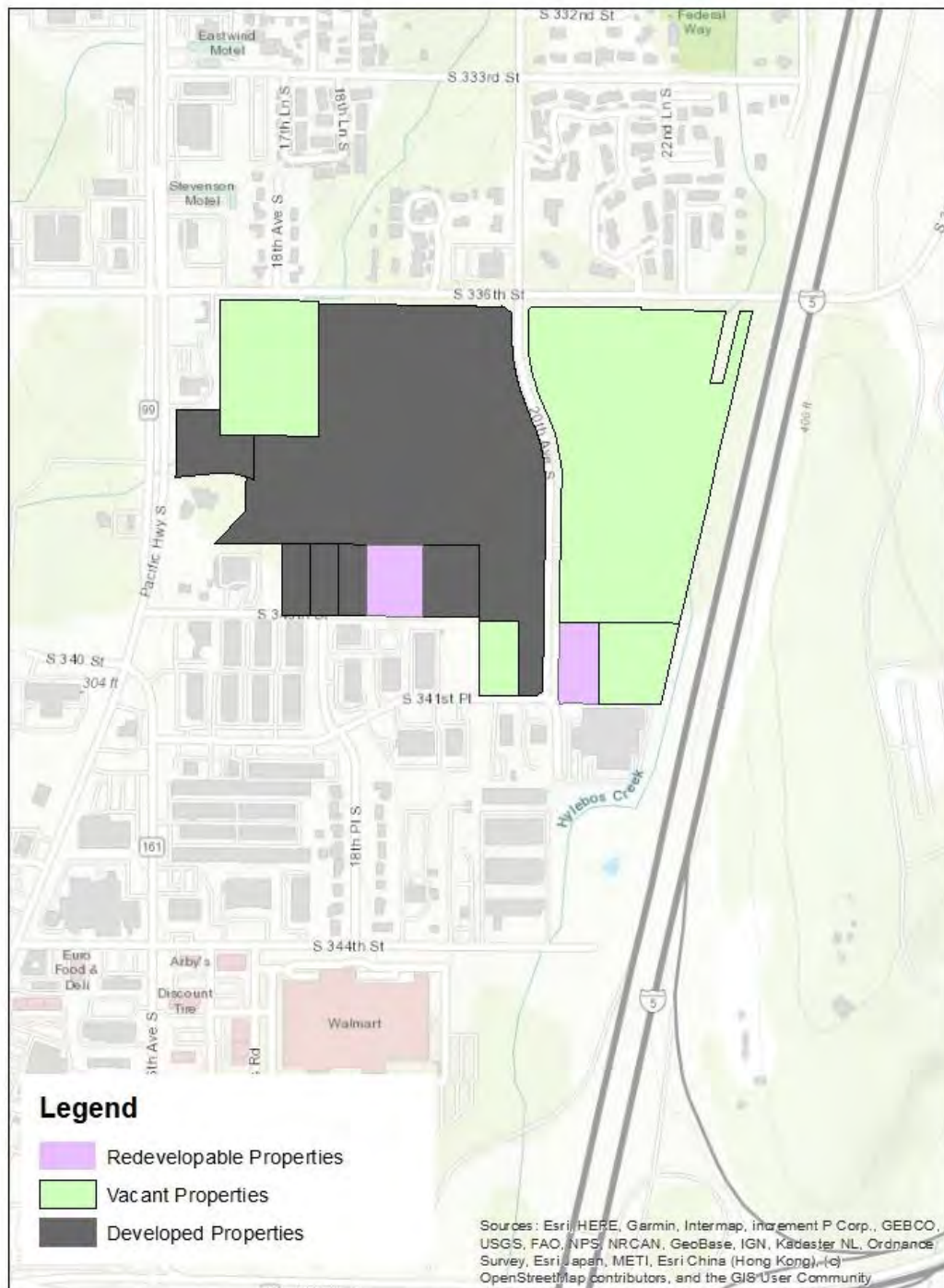


Exhibit 2: Vacant and Redevelopable Site Map by Tax Lot (CFC Site)



The tax lots shown in **Exhibits 1 and 2** were evaluated using current King County Assessor data and local planning data to determine their current zoning, gross land area and current value of land and improvements. Land that is potentially constrained by “critical areas” such as wetlands and drainage areas has also been considered in the calculation of net vacant land area.

Land within the OMF sites have been classified by current land use zoning designation and grouped into three categories:

- **Developed:** defined to include tax lots with an improvement value greater than land value based on King County Assessor data;
- **Vacant:** includes tax lots that are classified by the King County Assessor as vacant;
- **Redevelopable:** includes underutilized tax lots where the land value is equal or greater than the improvement value per the King County Assessor records.

This analysis focuses exclusively on the vacant and redevelopable tax lots. The calculation of gross and net land area and building area (SF) for the OMF Sites is summarized in **Exhibit 3**.

As indicated below, this buildable land analysis has identified a total of 31.43 acres of vacant and redevelopable land within the 344th Site, including 24.23 vacant acres and 7.20 redevelopable areas. The majority of this vacant and redevelopable land (15.75 acres) is planned for higher density multifamily housing with an underlying zone classification of RM3600. The 344th Site also includes 15.68 acres of vacant and redevelopable Commercial Enterprise (CE) and Business Commercial (BC) land area.

The CFC Site includes 21.06 acres of vacant and redevelopable land area, including 18.49 acres of vacant land and 2.57 acres of redevelopable land. All of the vacant and redevelopable multifamily land is shared between the two sites. Please refer to **Appendix A** for a more detailed summary of the vacant and redevelopable land base and the underlying land use zoning allowances.

Exhibit 3: Summary of Vacant and Redevelopable Land Area

| Vacant & Redev. Land Area (acres)* | 344th Parcels | CFC Parcels | Shared Parcels |
|------------------------------------|---------------|-------------|----------------|
| RM 3600 Zones | | | |
| Vacant | 14.32 | 14.32 | 14.32 |
| Redevelopable | 1.43 | 1.43 | 1.43 |
| CE/BC Zones | | | |
| Vacant | 9.91 | 4.17 | 3.08 |
| Redevelopable | 5.77 | 1.14 | 1.14 |
| Total | | | |
| Vacant | 24.23 | 18.49 | 17.40 |
| Redevelopable | 7.20 | 2.57 | 2.57 |
| Total | 31.43 | 21.06 | 19.97 |

* Excludes land classified as critical lands and developed lands.

Redevelopment land is defined as having land value equal or greater than existing improvement value.

KEY ASSUMPTIONS

To assess the potential impact of utilizing vacant land for the OMF in lieu of private development, FCS evaluated opportunity costs in terms of housing, population, employment, and foregone tax revenues. Key metrics include:

- **Property Tax Revenue:** Taxable property values for each OMF siting scenario were based on current records provided by the King County Assessor's office. It is assumed that the OMF would be tax-exempt public property. The opportunity cost analysis assumes that vacant and underutilized land is developed as taxable private property by year 10 (2031). Current property

tax millage rates were applied to the taxable value in each area to calculate the potential loss of property tax revenue. It should be noted that for analysis purposes, current property ownership status (private vs. non-profit) is not considered to be a constraint regarding a site's future development potential or taxable status. Hence, this analysis assumes that a non-profit, such as the CFC, will eventually opt to sell some of its land to a private developer, who then develops the property for its zoned use.

- **Local Retail Sales Tax:** Retail sales reports from ESRI Business Analyst Online and Dunn & Bradstreet were used to identify taxable sales within the potential OMF sites. Annualized retail sales figures were multiplied by the City's current local sales tax rate (1%) to determine sales tax revenue once vacant and redevelopable land is developed by year 10 (2031).
- **State Shared Revenues:** This group of revenues is distributed by the State to cities based on population. In this analysis, the revenue estimates are the per-capita distribution multiplied by the number of people residing in each site. The Washington Municipal Research and Service Center (MRSC) provides per-capita distribution estimates for each type of State shared revenue. The opportunity cost analysis assumes that vacant and redevelopable multifamily zoned tax lots are fully developed by year 10 (2031) based on their underlying zoning and development standards. Following are the types of State shared revenues and the MRSC estimated distribution per capita:
 - Liquor Excise Tax: \$5.66 per resident.
 - Liquor Control Board Profits: \$7.90 per resident.
 - Motor Vehicle Fuel Tax (base): \$20.07 per resident.
 - Motor Vehicle Fuel Tax (increase): \$1.17 per resident.
 - Multi-Modal Transportation Tax: \$1.34 per resident.
 - Criminal Justice Distribution: \$1.17 per resident.
- **Housing and Population:** The opportunity cost analysis assumes that the vacant and underutilized multifamily zoned tax lots are fully developed by year 10 (2031) at allowed densities under current RM3600 zoning. For analysis purposes, it is assumed that this land is developed by a for-profit developer and allowances have been made for potential housing displacement. The analysis conservatively assumes that the vacant land which is partially impacted by critical lands does not transfer development density to unconstrained portions of their sites. Please refer to **Appendix B** for a summary of key development assumptions. Since there are few comparable multifamily developments in the OMF analysis area, FCS conducted a residual land value analysis to determine the scale and value of a large apartment development on a portion of the vacant land zoned for housing (see **Appendix C**).
- **Employment:** The opportunity cost analysis assumes that the vacant and underutilized CE/BC zoned tax lots are fully developed by year 10 (2031). It is assumed that this land is developed by a for-profit developer, and allowances have been made for potential business/job displacement as older buildings are replaced with new ones. Please refer to **Appendix B** for a summary of key assumptions.

ECONOMIC OVERVIEW

The Puget Sound Region is currently one of the fastest growing metropolitan areas in the United States. Significant population and employment growth has been occurring for decades and shows no sign of moderation.

Population

The City of Federal Way recorded a record-high population of 98,340 in 2020 (April 1 estimate by the Washington State Office of Financial Management (OFM) (**Exhibit 4**).

Long-range population forecasts prepared by OFM are not available on the city level but do anticipate King County will continue its rapid growth with nearly half a million new residents added to the County between now and 2040 (see **Exhibit 5**). If Federal Way's 4.4% share of King County's population growth holds constant, the City would be on tap for accommodating over 20,000 additional people by year 2040.

Exhibit 4: Population Trends (2010-2020)

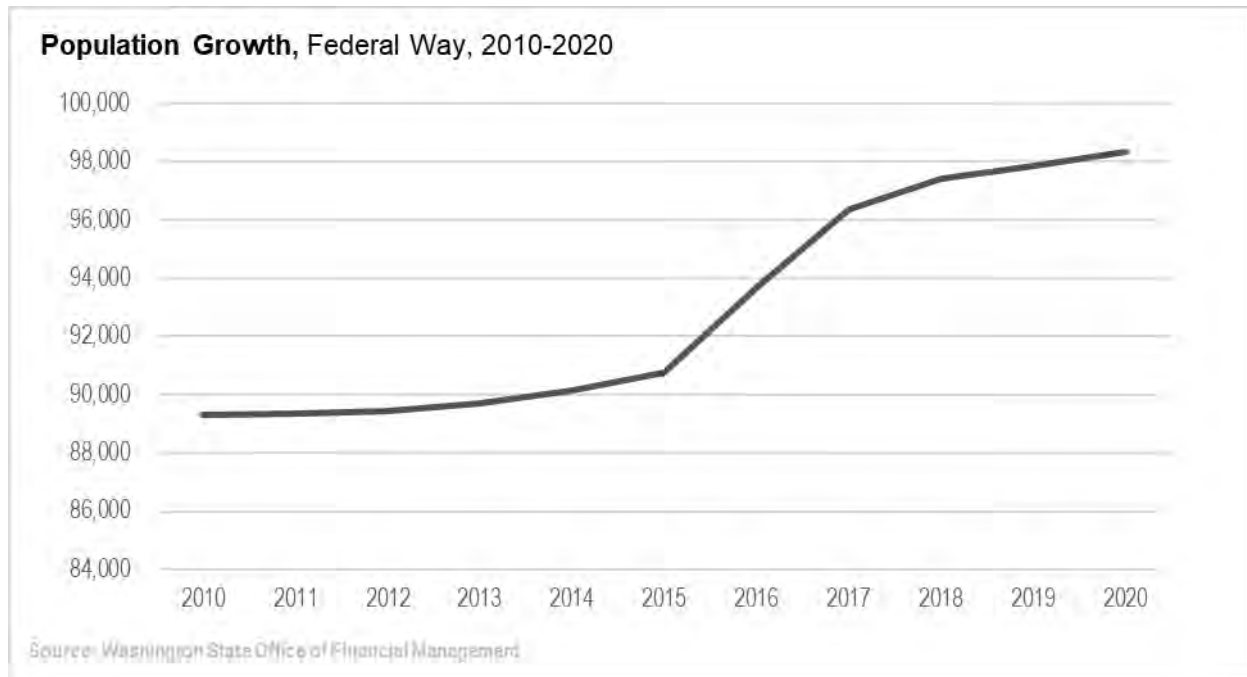
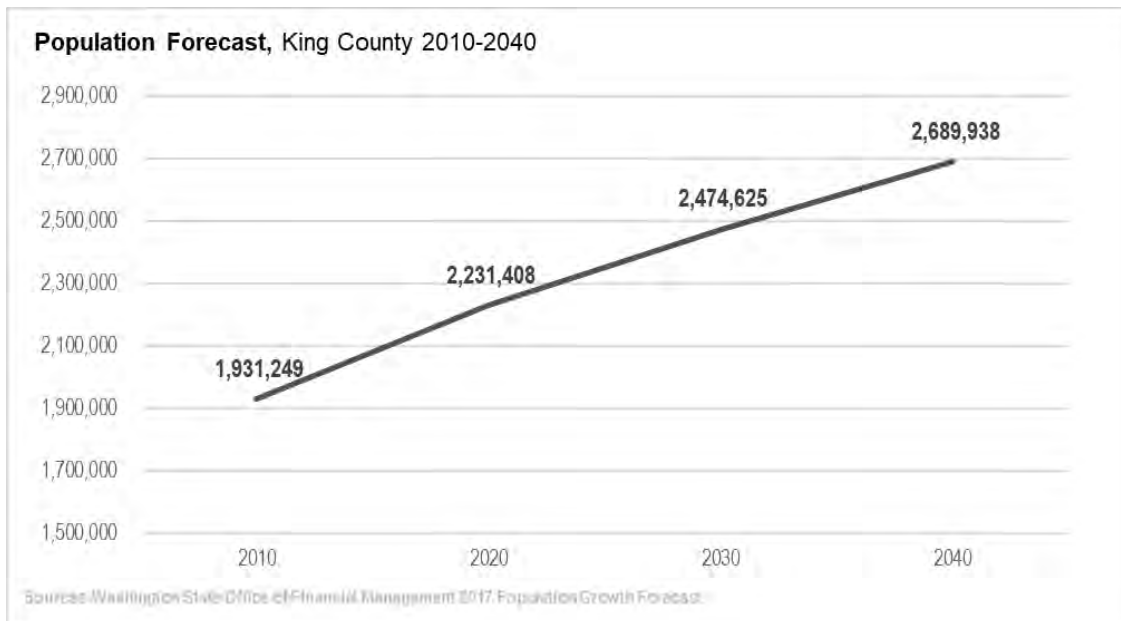


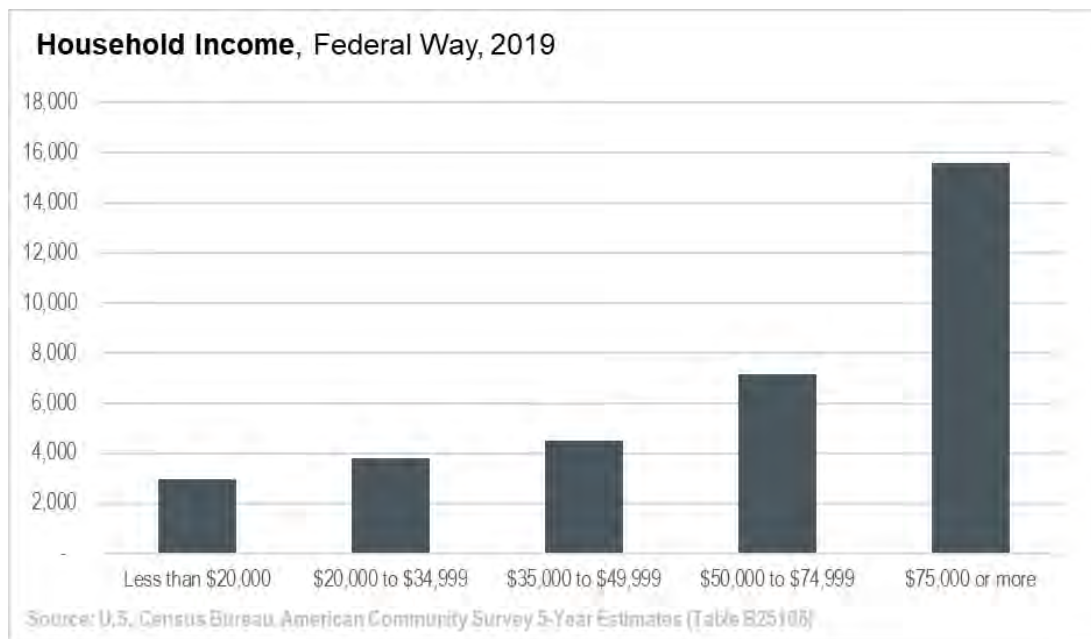
Exhibit 5: King County Population Projection (2010-2040)



Socio-economic Characteristics

As with many cities in the Puget Sound Region, income levels are relatively high in Federal Way compared with the rest of the state of Washington. As indicated in **Exhibit 6**, nearly half of the City's residents had household incomes above \$75,000.

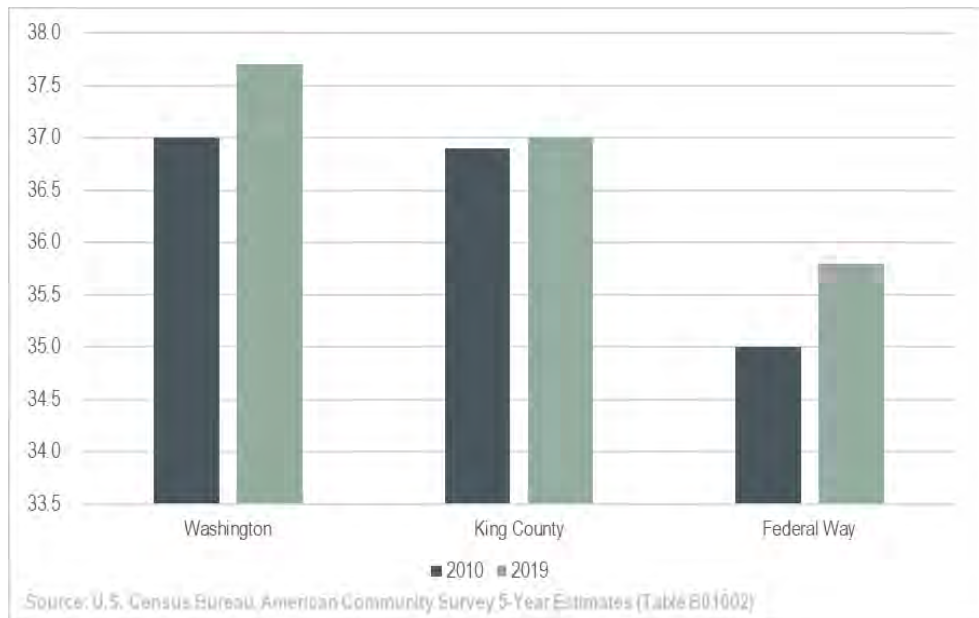
Exhibit 6: Households by Income Level, 2015-2019



In comparison with the state and county averages, Federal Way has a higher share of younger residents. The median age in Federal Way (35.8) is below the King county and statewide average

(Exhibit 7). Younger families tend to require new housing arrangements as they age, start families and have children.

Exhibit 7: Median Age, Washington, King County, Federal Way, 2010, 2019

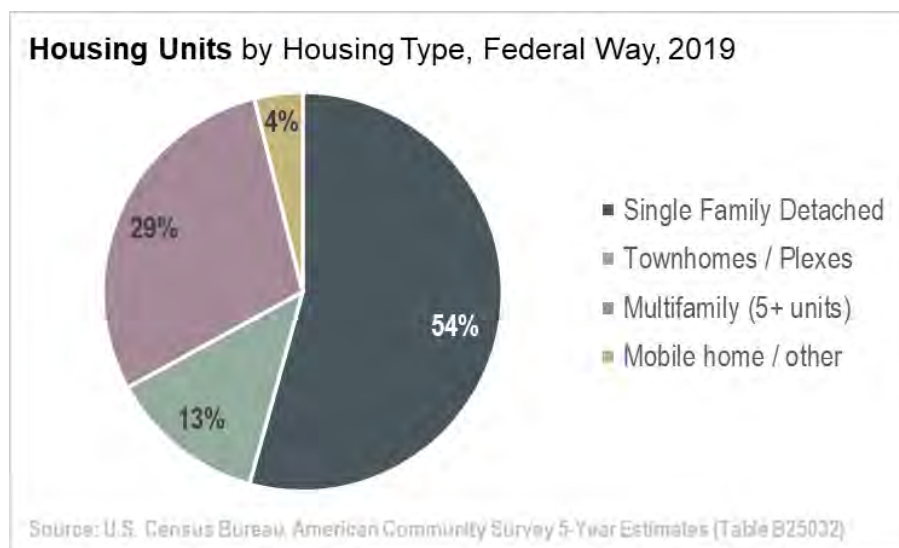


EXISTING HOUSING INVENTORY AND TENANCY

Local housing inventory and tenancy patterns shed light on housing conditions and demand preferences. In 2019, there were 34,755 housing units in the City of Federal Way.

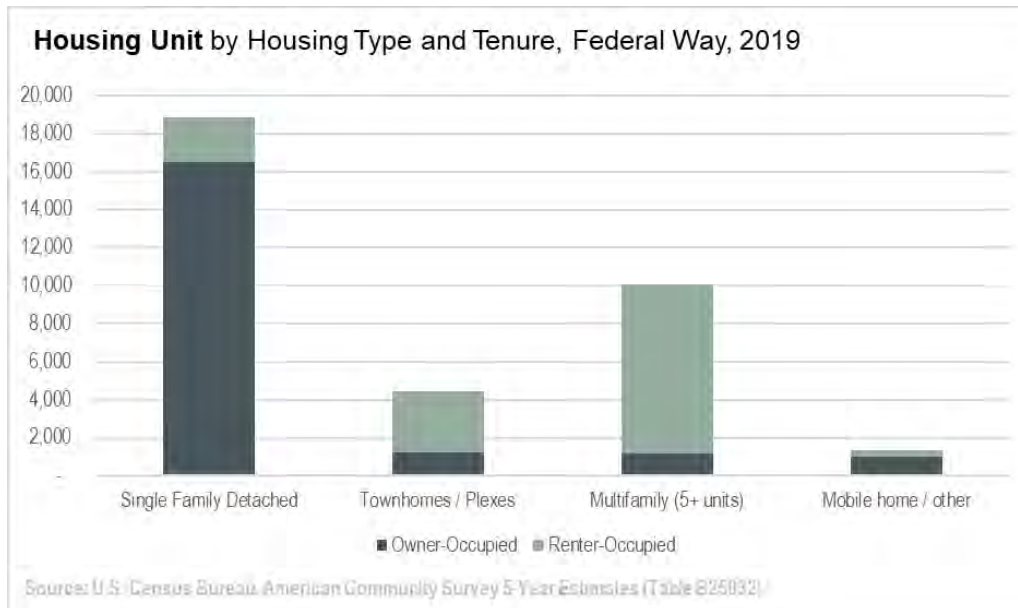
Like most communities, single-family detached housing is the most prevalent housing type with 54% of the housing stock. The remaining housing inventory in Federal Way includes multi-family (29%), townhomes and duplexes (13%), and mobile homes (4%), as shown in **Exhibit 8**.

Exhibit 8: Existing Housing Mix and Tenancy, 2015-2019, City of Federal Way



Owner-occupied housing accounts for 57% of the housing inventory while renter-occupied units account for 43% of the inventory. As would be expected, most homeowners reside in single-family detached units or manufactured homes. Most renters also reside in by single family attached and multifamily units, as indicated in **Exhibit 9**.

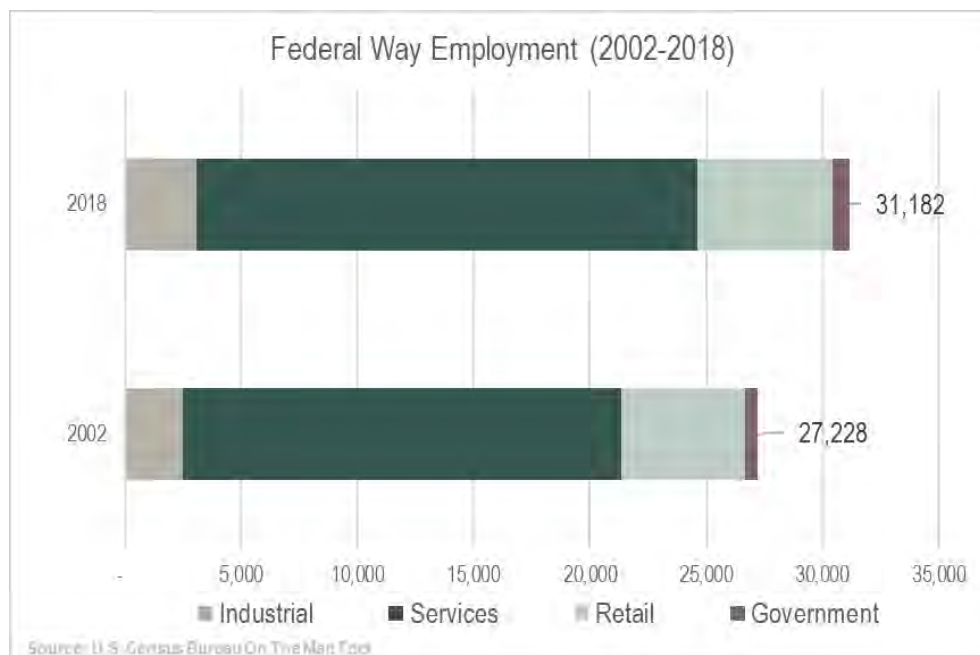
Exhibit 9: Existing Housing Tenancy, 2015-2019, City of Federal Way



EMPLOYMENT

Between 2002 and 2018, employment levels in Federal Way climbed by nearly 4,000 jobs, with most growth occurring in the industrial and services sectors (**Exhibit 10**).

Exhibit 10: Federal Way Employment (2002-2018)



REAL ESTATE MARKET OVERVIEW

The greater Puget Sound real estate market is beginning to bounce back from the Covid-19 pandemic. Key market indicators are described below based on published residential and commercial real estate broker reports for the 1st Quarter 2021.

Industrial Real Estate

- Industry professionals expect 2021 to be a record breaking year for the industrial real estate market in the Puget Sound.
- Vacancy is stable region-wide at 5% and year-over-year lease rates are beginning to increase.
- Absorption has begun to outpace project completions, indicating a tightening market overall.
- The Federal Way market is particularly tight with an overall industrial vacancy rate of 0.5%.
- Average total asking rent in Federal Way is 17% higher than the regional average.

Office Real Estate

- Industry professionals caution that until the vast majority of the workforce is immunized against Covid-19, it is unlikely that the office market will return to pre-pandemic conditions for years. Vacancy rates continue to increase in the region, rising to 7.7% in Q4 2020.
- Within the South King County submarket, office vacancy is at the highest levels observed in the region (14.1%).
- New development activity is still high and 72% of the new office developments in the region are pre-committed.
- Alaska Airlines HQ expansion project is presently under construction and will be a highlight of the regional office market.

Retail Real Estate

- Industry professionals highlight the “twin threats” to retail from both Covid-19 and increases in e-commerce.
- Vacancy rates began to decrease in Q4 of 2020, settling at a rate of 3.18%.
- While growth in retail lease rates was modest, there was a slight year-over-year increase.
- Industry experts expect a slight “snap back” with vacancy increasing about 0.8% in the first half of 2021 before stabilizing later in the year.

Multifamily Housing

- Multifamily real estate is taking longer to bounce back from the dip observed in 2020 with overall vacancy rates in the region up from 5.7% in Q1 of 2020 to 7.6% in Q1 of 2021.
- Institutional investments in multifamily developments is up significantly year-over-year.
- Year-over-year multifamily construction activity in the Region is up to 3,411 units in Q1 2021 compared with 3,006 units in Q1 2020.

- Average monthly rents in the Region during Q1 2021 range from \$1,297 (studio), \$1,503 (1 bedroom), \$1,797 (2 bedroom) and \$2,126 (3 bedroom).
- While the short-term market impacts of the Covid-19 pandemic is still being felt, the long-term economic growth trend for the Puget Sound Region, King County and Federal Way is very positive.

OPPORTUNITY COST METHODOLOGY

This opportunity cost analysis generally follows the methodology applied in the previous OMF economic impact analysis by FCS. The steps taken include:

Step 1. Identify and quantify vacant and underutilized tax lots and land area by land use zone (based on Assessor data).

Step 2. Estimate and deduct critical lands from gross land area (based on King County Critical Lands maps layer).

Step 3. Identify existing buildings, jobs and housing units on vacant and underutilized tax lots (based on Assessor data).

Step 4. Review applicable current zoning and development standards regarding allowable building density, height, parking requirements, setbacks, etc.

Step 5. Analyze County Assessor data to compare appraised value of land and building improvements of developed properties to vacant and underutilized properties. Apply findings to the vacant and redevelopable land inventory to estimate potential increases in assessed value and taxable construction materials for new development in the CE/BE zones.

Step 6. Analyze existing employment and sales data for existing enterprises within the CE/BC zones and apply vacancy and job density assumptions to the vacant and redevelopable land area to estimate potential net changes in employment and taxable sales.

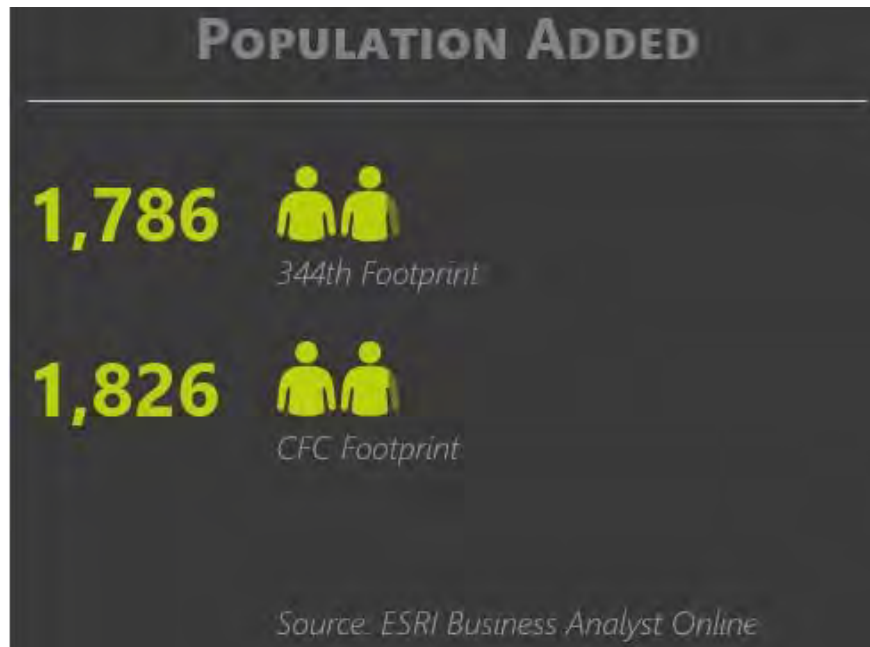
Step 7. Conduct Residual Land Value analysis for the multifamily sites to determine the allowable use of those sites if fully developed. This analysis (provided in **Appendix C**) is considered common practice when analyzing housing and mixed-use development potential. The findings are used to estimate: land and improvement values; housing units; population; and related factors.

Step 8. Apply current tax rates to values derived from steps 1-7 to determine fiscal impacts on local and state governments if vacant and redevelopment sites are not utilized for their planned use. The analysis assumes development buildout occurs by year 10 (2031). A 30-year cash flow analysis has been conducted assuming that property tax rates increase by 1.0% annually and other taxes increase by 0.05% annually.

Foregone Population-based Shared Tax Revenue

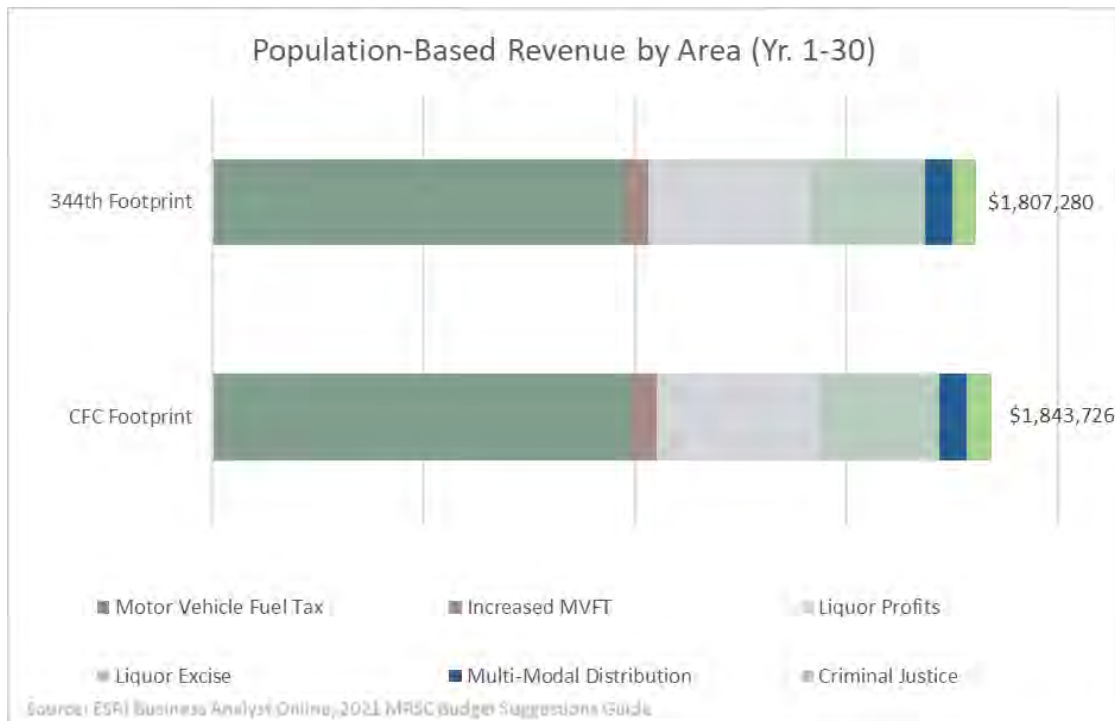
Exhibit 11 shows the potential amount of population added by new development on the vacant and redevelopable land area is expected to add 1,786 new residents in the 344th site and 1,826 residents in the CFC site.

Exhibit 11: Potential Foregone Population Increase (Years 1-30)



Population is used to determine the impact of foregone state shared revenues, which are distributed based on population. The cumulative forecast of foregone population-based shared tax revenue over the next 30 years is shown in **Exhibit 12**.

Exhibit 12: Cumulative Population-Based Foregone Revenues by Site (Years 1-30)



Foregone Property Tax Revenue

Development of the OMF would preclude the full buildout of the two sites, which means the City of Federal Way and other government entities would not realize property tax revenues from new development. Estimated taxable property value at buildout is shown in **Exhibit 13**. Potential foregone property tax revenue is slightly higher for the 344th footprint because there is more vacant and redevelopable land in that area.

Exhibit 13: Foregone Taxable Property Values



Taxable property value drives property tax revenues. Figures shown above are used in conjunction with property mil rates shown in **Exhibit 14** to determine overall property tax impacts for each site.

Exhibit 14: Property Tax Rates by District (2021)

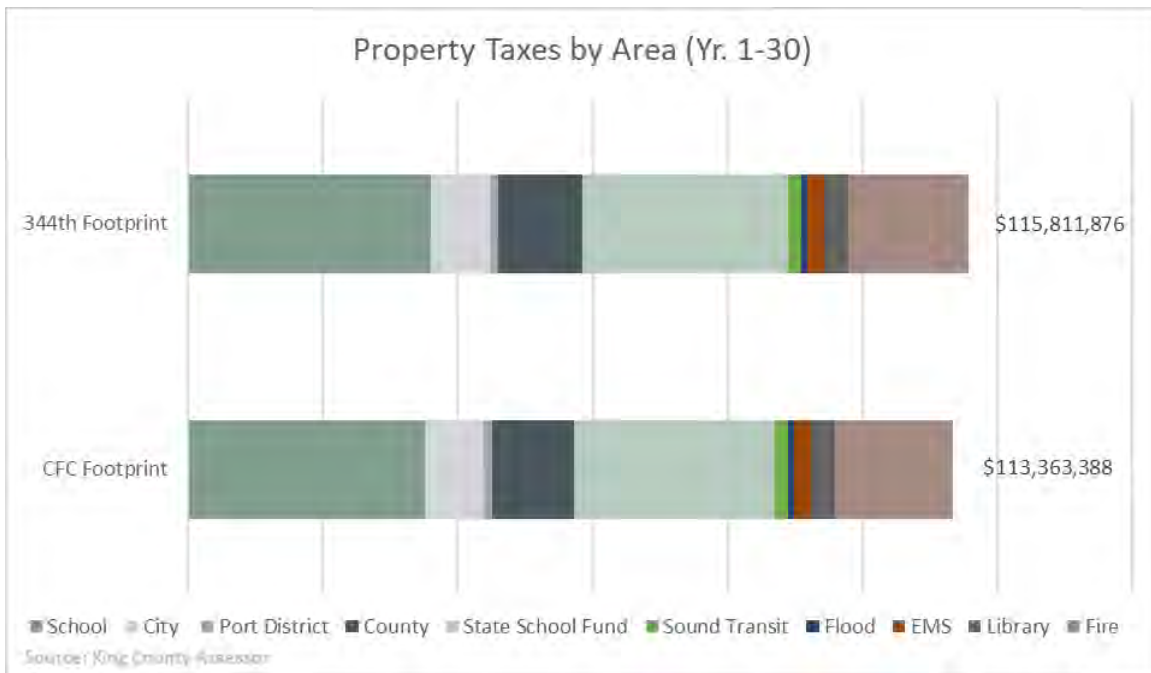
| Mil Rates (Federal Way 2021) | |
|------------------------------|--------|
| School | \$3.63 |
| City | \$0.90 |
| Port District | \$0.12 |
| County | \$1.25 |
| State School Fund | \$3.09 |
| Sound Transit | \$0.20 |
| Flood | \$0.09 |
| EMS | \$0.26 |
| Library | \$0.36 |
| Fire | \$1.80 |

[Source: King County Mil Rates for Parcel #390380-0040](#)

Exhibit 15 shows the amount of foregone property tax revenue to all taxing jurisdictions, including the school district, the State School Fund, City, County, South King Fire and Rescue, and other local governments. The cumulative amount of foregone 30-year property tax revenue to all taxing districts with the 344th Site (\$115,811,876) is just slightly larger than the CFC Site (\$113,363,388). The

amount of cumulative 30-year property tax revenue for the City is also higher with the 344th Site (\$8.9 million) than with the CFC Site (\$8.7 million).

Exhibit 15: Foregone Property Tax Revenues by Area (Years 1-30)

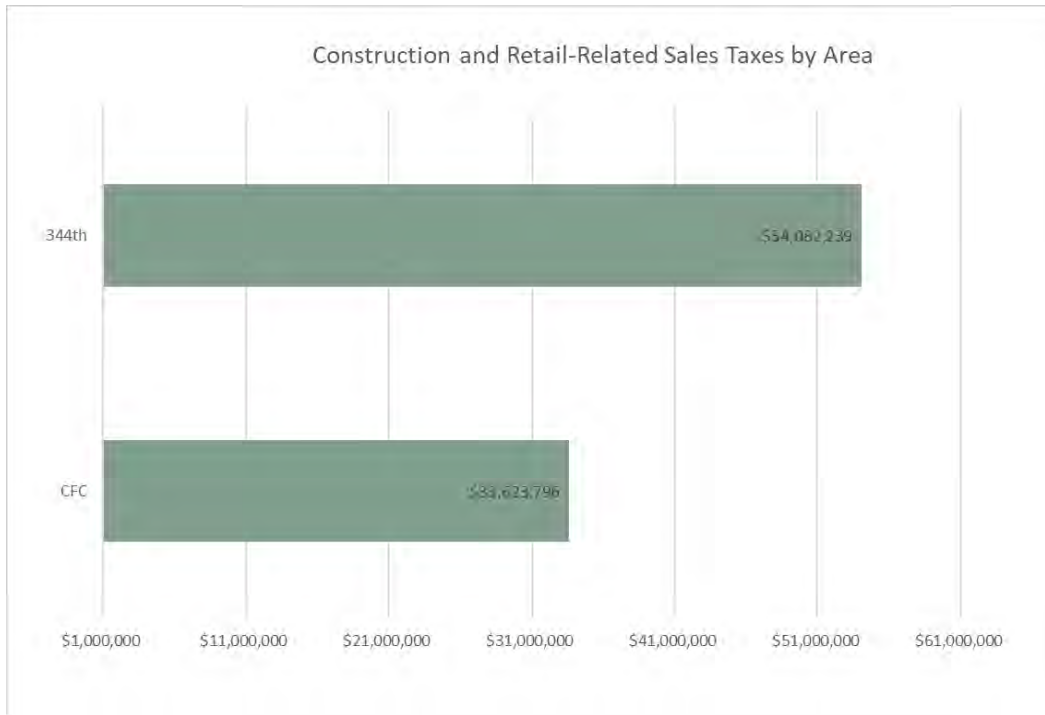


Foregone Sales Tax Revenue

When new development occurs, the City assesses a sales tax on construction materials that are delivered to a site. Based on the value of foregone private construction, the 344th Site is expected to result in \$535 million in foregone taxable sales; while the CFC site is expected to cause about \$333 million in foregone taxable construction value.

Applying current (2020) retail sales tax rates, the amount of foregone state and local sales tax revenues have been projected for both sites (**Exhibit 16**). The cumulative amount of foregone state, county and City sales taxes from OTF development are projected to range from \$54 million with the 344th Site to nearly \$34 million in the CFC Site.

Exhibit 16: Cumulative Foregone Sales Tax Revenues (Years 1-30)



Summary of Opportunity Costs

The long-term opportunity cost of foregone tax revenues for the City of Federal Way are summarized in **Exhibits 17 and 18**. The combination of foregone property tax revenue, sales tax revenue and state-shared tax revenue is forecasted to range from \$13.4 million with the CFC Site to \$15.3 million with the 344th Site.

Exhibit 17: Cumulative Foregone Revenues, City of Federal Way, Years 1-30



Exhibit 18: Cumulative Foregone Revenues, City of Federal Way, Years 1-30

| | 344th Footprint | CFC Footprint |
|-----------------------------------|-----------------|---------------|
| State Shared Revenue | | |
| Motor Vehicle Fuel Tax | \$974,000 | \$991,787 |
| Multi-Modal Distribution | \$64,768 | \$66,218 |
| Increased MVFT | \$56,551 | \$57,817 |
| Liquor Profits | \$381,840 | \$390,389 |
| Liquor Excise | \$273,571 | \$279,697 |
| Criminal Justice Distribution | \$56,551 | \$57,817 |
| Subtotal State Shared Revenue | \$1,807,280 | \$1,843,726 |
| Property Tax Revenue | | |
| School | \$35,941,101 | \$35,181,237 |
| City | \$8,935,357 | \$8,746,446 |
| Port District | \$1,186,352 | \$1,161,270 |
| County | \$12,343,447 | \$12,082,482 |
| State School Fund | \$30,571,829 | \$29,925,481 |
| Sound Transit | \$1,951,086 | \$1,909,836 |
| Flood | \$881,943 | \$863,297 |
| EMS | \$2,623,260 | \$2,567,799 |
| Library | \$3,537,376 | \$3,462,589 |
| Fire | \$17,840,125 | \$17,462,950 |
| Subtotal Property Tax Revenue | \$115,811,876 | \$113,363,388 |
| Sales Tax Revenue | | |
| Federal Way Sales Tax Revenue | \$4,551,476 | \$2,829,725 |
| State & County Sales Tax Revenue | \$49,530,763 | \$30,794,070 |
| Subtotal Sales Tax Revenue | \$54,082,239 | \$33,623,796 |
| Subtotal Federal Way Revenue | \$15,294,113 | \$13,419,897 |
| Subtotal Other Government Revenue | \$156,407,282 | \$135,411,012 |
| Total Revenue | \$171,701,395 | \$148,830,910 |

Summary of Housing and Employment Impacts

The housing and population-related opportunity costs would be the same for both site options. As indicated in **Exhibit 19**, it is conservatively estimated that the vacant and redevelopable RM3600 zoned land can accommodate 1,216 new dwelling units and 1,844 people once developed. It is estimated that there would be a variation in the amount of housing and population displaced between the site options.

After accounting for potentially displaced population, the net opportunity cost of the OTF is forecasted to range from 1,158 housing units (1,786 people) with the 344th Site and 1,198 dwelling units (1,826 people) with the CFC Site (**Exhibit 19**).

Exhibit 19: Opportunity Cost of Foregone Housing and Population Growth

Net New Population If Vacant and Redevelopment Land is Developed Under Current Zoning

| | 344th Parcels | CFC Parcels | Shared Parcels |
|--------------------------------|---------------|-------------|----------------|
| New Dwellings Added* | 1,216 | 1,216 | 1,216 |
| Less Vacancy Allowance | 4% | 4% | 4% |
| Avg. People per Dwelling Unit* | 1.58 | 1.58 | 1.58 |
| People in New Development | 1,844 | 1,844 | 1,844 |
| Less Persons Displaced | (58) | (18) | - |
| Net New People Added | 1,786 | 1,826 | 1,844 |
| Net New Housing Units Added | 1,158 | 1,198 | 1,216 |

* based on multifamily housing residual land value analysis in Appendix.

The opportunity cost of foregone job growth varies by Site. As shown in **Exhibit 20**, using the current mix of employment types, the amount of foregone private-sector job growth is expected to range from 90 jobs with the CFC Site to 188 jobs with the 344th Site.

Exhibit 20: Permanent Employment Impact Analysis

| Employment Analysis without OMF | 344th Site | CFC Site | Shared Parcels |
|---|------------|----------|----------------|
| Existing Employment (2021) | 156 | 218 | 35 |
| Potential Light Industrial Jobs Added | 115 | 49 | 36 |
| Potential Commercial Jobs Added | 110 | 46 | 34 |
| Less Jobs Displaced | (38) | (5) | (5) |
| Net New Jobs Added without OMF | 188 | 90 | 66 |
| Total Existing and Potential Jobs without OMF | 344 | 308 | 101 |
| Employment Analysis with OMF | | | |
| Existing Direct Employment (2021) | 156 | 218 | 35 |
| Potential OMF Jobs On Site | 476 | 476 | n/a |
| Less Existing and Potential Jobs Displaced | (344) | (308) | (101) |
| Total Existing and Potential Jobs with OMF | 288 | 386 | n/a |
| Difference in Jobs with and without OMF | 55 | (77) | |

Excludes potential employment on multifamily-zoned land.

According to the Sound Transit Draft Environmental Impact Statement (DEIS), the OMF will generate about 476 relatively high wage direct jobs on site. After accounting for potentially displaced jobs, the OMF would likely result in a net increase in jobs with the 344th Site (55 jobs), and a decrease in jobs with the CFC Site (-77 jobs).

SUMMARY OF FINDINGS

This Memorandum evaluates the opportunity cost to local and state governments if vacant and underutilized land is developed for the OMF. When vacant and underutilized land is not developed by private (or not-for-profit) entities at its highest and best use it will not produce governmental tax revenues, jobs or housing. This in-turn represents a long-term opportunity cost associated with foregone future tax revenues, jobs and housing.

The buildable land analysis identified 31.43 acres of vacant and redevelopable land within the 344th Site, including 24.23 vacant acres and 7.20 acres of redevelopable land area. The majority of this

vacant and redevelopable land (15.75 acres) is planned for higher density multifamily housing with an underlying zone classification of RM3600. The 344th Site also includes 15.68 acres of vacant and redevelopable Commercial Enterprise (CE) and Business Commercial (BC) land area.

The CFC Site includes 21.06 acres of vacant/redevelopable land area, with 18.49 acres of vacant land and 2.57 acres of redevelopable land. All of the vacant multifamily land is shared between the two sites.

The opportunity cost analysis assumes that vacant and redevelopable multifamily-zoned tax lots are fully developed by year 10 (2031) based on their underlying zoning and development standards. For analysis purposes, it is assumed that this land is developed by a for-profit developer and allowances have been made for potential housing and employment displacement. The analysis also conservatively assumes that the vacant land impacted by critical lands is not able to transfer development density to unconstrained portions of their sites.

While the short-term economic impacts of the Covid-19 pandemic are still being felt, the long-term economic growth for the Puget Sound Region, King County and City of Federal Way is very positive. If Federal Way's 4.4% share of King County's population growth holds constant, the City would be on tap for accommodating over 20,000 additional people (7,500+ housing units) by year 2040.

After accounting for potentially displaced population, the net opportunity cost of the OTF is forecasted to range from 1,158 housing units (1,786 people) with the 344th Site and 1,198 dwelling units (1,826 people) with the CFC Site.

After accounting for potentially displaced jobs, the OMF would likely result in a net increase in jobs with the 344th Site (55 jobs), and a decrease in jobs with the CFC Site (-77 jobs).

With development of the OTF, the combination of foregone property tax revenue, foregone sales tax revenue and foregone state-shared tax revenue to the City of Federal Way over the next 30 years is forecasted to range from \$13.4 million with the CFC Site to \$15.3 million with the 344th Site.

In summary, the overall opportunity cost attributed to the OTF facility varies marginally depending upon the site that is chosen. While direct employment within the study area could be higher with the OTF, the level of foregone tax revenues and reduction in housing development potential in the area is significant.

Appendix A: Detailed Developable Land Analysis

344th

| | | <1.0 acre | | 1 to 5 | | 5+ | | Total | |
|--------|----------------------|-----------|-------|---------|--------|---------|-------|---------|--------|
| | | Taxlots | Area | Taxlots | Area | Taxlots | Area | Taxlots | Area |
| RM3600 | Vacant | - | - | - | - | 1.00 | 19.09 | 1.00 | 19.09 |
| | Redevelopable | - | - | 1.00 | 1.50 | - | - | 1.00 | 1.50 |
| | Existing Building SF | - | - | - | 3,200 | - | - | - | 3,200 |
| | Net Redevelopable | - | - | - | 1.43 | - | - | - | 1.43 |
| | Less Constraints | - | - | - | - | 1.00 | 4.77 | 1.00 | 4.77 |
| | Net Developable | - | - | 1.00 | 1.43 | 1.00 | 14.32 | 2.00 | 15.74 |
| CE | Vacant | 1.00 | 0.45 | 7.00 | 12.57 | - | - | 8.00 | 13.02 |
| | Redevelopable | 1.00 | 0.24 | 5.00 | 6.13 | - | - | 6.00 | 6.37 |
| | Existing Building SF | - | 3,200 | - | 23,100 | - | - | - | 26,300 |
| | Net Redevelopable | - | 0.17 | - | 5.60 | - | - | - | 5.77 |
| | Less Constraints | - | - | 3.00 | 3.11 | - | - | 3.00 | 3.11 |
| | Net Developable | 2.00 | 0.62 | 12.00 | 15.06 | - | - | 14.00 | 15.68 |

CFC

| | | <1.0 acre | | 1 to 5 | | 5+ | | Total | |
|--------|----------------------|-----------|------|---------|-------|---------|-------|---------|-------|
| | | Taxlots | Area | Taxlots | Area | Taxlots | Area | Taxlots | Area |
| RM3600 | Vacant | - | - | - | - | 2.00 | 24.10 | 2.00 | 24.10 |
| | Redevelopable | - | - | 1.00 | 1.50 | - | - | 1.00 | 1.50 |
| | Existing Building SF | - | - | - | 3,200 | - | - | - | 3,200 |
| | Net Redevelopable | - | - | - | 1.43 | - | - | - | 1.43 |
| | Less Constraints | - | - | - | - | 2.00 | 9.78 | 2.00 | 9.78 |
| | Net Developable | - | - | 1.00 | 1.43 | 2.00 | 14.32 | 3.00 | 15.74 |
| CE | Vacant | - | - | 2.00 | 3.30 | - | - | 2.00 | 3.30 |
| | Redevelopable | - | - | 1.00 | 1.22 | - | - | 1.00 | 1.22 |
| | Existing Building SF | - | - | - | 3,200 | - | - | - | 3,200 |
| | Net Redevelopable | - | - | - | 1.14 | - | - | - | 1.14 |
| | Less Constraints | - | - | 1.00 | 0.22 | - | - | 1.00 | 0.22 |
| | Net Developable | - | - | 3.00 | 4.23 | - | - | 3.00 | 4.23 |
| BC | Vacant | - | - | 1.00 | 1.55 | - | - | 1.00 | 1.55 |
| | Redevelopable | - | - | - | - | - | - | - | - |
| | Existing Building SF | - | - | - | - | - | - | - | - |
| | Net Redevelopable | - | - | - | - | - | - | - | - |
| | Less Constraints | - | - | 1.00 | 0.46 | - | - | 1.00 | 0.46 |
| | Net Developable | - | - | 1.00 | 1.08 | - | - | 1.00 | 1.08 |

Shared

| | | <0.5 | | 1 to 5 | | 5+ | | Total | |
|--------|----------------------|---------|------|---------|-------|---------|-------|---------|-------|
| | | Taxlots | Area | Taxlots | Area | Taxlots | Area | Taxlots | Area |
| RM3600 | Vacant | - | - | - | - | 1.00 | 19.09 | 1.00 | 19.09 |
| | Redevelopable | - | - | 1.00 | 1.50 | - | - | 1.00 | 1.50 |
| | Existing Building SF | - | - | - | 3,200 | - | - | - | 3,200 |
| | Net Redevelopable | - | - | - | 1.43 | - | - | - | 1.43 |
| | Less Constraints | - | - | - | - | 1.00 | 4.77 | 1.00 | 4.77 |
| | Net Developable | - | - | 1.00 | 1.43 | 1.00 | 14.32 | 2.00 | 15.74 |
| CE | Vacant | - | - | 2.00 | 3.30 | - | - | 2.00 | 3.30 |
| | Redevelopable | - | - | 1.00 | 1.22 | - | - | 1.00 | 1.22 |
| | Existing Building SF | - | - | - | 3,200 | - | - | - | 3,200 |
| | Net Redevelopable | - | - | - | 1.14 | - | - | - | 1.14 |
| | Less Constraints | - | - | 1.00 | 0.22 | - | - | 1.00 | 0.22 |
| | Net Developable | - | - | 3.00 | 4.23 | - | - | 3.00 | 4.23 |

Source: King County Assessor and FCS.

Appendix B: Opportunity Cost Assumptions

Opportunity Cost Analysis Assumptions

Summary of Current Employment and Sales in OMF Analysis Area CE Zones

| General Use | Employment | Mix | Sales per Job |
|-------------------|------------|------|---------------|
| Light Industrial | 183 | 59% | \$ 156,361 |
| Office/Commercial | 125 | 41% | \$ 202,192 |
| Total/Avg. | 308 | 100% | \$ 174,961 |

Source: ESRI Business Locator; compiled by FCS GROUP.

Existing Assessed Value of Improvements per SF of Land Area, OMF Analysis Area

| | CE/BC Zones |
|---|-------------|
| Developed | \$21.83 |
| Redevelopable | \$13.78 |
| Difference when Redevelopable Land is Developed | \$8.05 |

| Vacant & Redev. Land Area (acres)* | 344th Parcels | CFC Parcels | Shared Parcels |
|------------------------------------|---------------|-------------|----------------|
| RM 3600 Zones | | | |
| Vacant | 14.32 | 14.32 | 14.32 |
| Redevelopable | 1.43 | 1.43 | 1.43 |
| CE/BC Zones | | | |
| Vacant | 9.91 | 4.17 | 3.08 |
| Redevelopable | 5.77 | 1.14 | 1.14 |
| Total | | | |
| Vacant | 24.23 | 18.49 | 17.40 |
| Redevelopable | 7.20 | 2.57 | 2.57 |
| Total | 31.43 | 21.06 | 19.97 |

* Excludes land classified as critical lands and developed lands.

Redevelopment land is defined as having land value equal or greater than existing improvement value.

| Existing Building Area | 344th Parcels | CFC Parcels | Shared Parcels |
|------------------------|---------------|-------------|----------------|
| RM3600 Zones | 3,200 | 3,200 | 3,200 |
| CE/BC Zones | 26,300 | 3,200 | 3,200 |
| Avg. SF per Job | 619 | 619 | 619 |
| Vacancy Allowance | 10% | 10% | 10% |
| Current Employment | 38 | 5 | 5 |

Excludes land classified as critical lands and developed lands.

Potential Net New Assessed Value of Vacant and Redevelopment Land Under Current Zoning

| Net New Assessed Value | 344th Parcels | CFC Parcels | Shared Parcels |
|---|---------------|---------------|----------------|
| RM3600 Zones (on vacant and redev. Land)* | \$323,517,549 | \$323,517,549 | \$323,517,549 |
| CE/BC Zones | | | |
| on Vacant land | \$9,423,566 | \$3,965,315 | \$2,928,818 |
| on Redevelopable land | \$2,023,297 | \$399,750 | \$399,750 |
| Total Net New AV | \$334,964,411 | \$327,882,614 | \$326,846,116 |

Excludes land classified as critical lands and developed lands.

* based on multifamily housing residual land value analysis in Appendix.

Potential Net New Taxable Construction Materials

| | 344th Parcels | CFC Parcels | Shared Parcels |
|--------------------------------|---------------|---------------|----------------|
| Total Construction Value (AV) | \$334,964,411 | \$327,882,614 | \$326,846,116 |
| Materials Share of Total Value | 45% | 45% | 45% |
| Taxable Value of Construction | \$150,733,985 | \$147,547,176 | \$147,080,752 |

Potential Net New Taxable Sales from Commercial Development (Annual)

| | 344th Parcels | CFC Parcels | Shared Parcels |
|---------------------------------------|---------------|-------------|----------------|
| Commercial Jobs Added | 76 | 37 | 27 |
| Sales Per Job | \$202,192 | \$202,192 | \$202,192 |
| Taxable Value of Net New Annual Sales | \$15,389,349 | \$7,414,468 | \$5,376,570 |

Development & Employment Assumptions for CE/BC Zoned Land

| | 344th Parcels | CFC Parcels | Shared Parcels |
|------------------------------|---------------|-------------|----------------|
| Floor Area Ratio | 0.35 | 0.35 | 0.35 |
| Light Industrial Mix | 59% | 59% | 59% |
| Commercial Mix | 41% | 41% | 41% |
| Bldg. SF per Light Ind. Job | 700 | 700 | 700 |
| Bldg. SF per Com. Job | 500 | 500 | 500 |
| Vacancy Allowance | 10% | 10% | 10% |
| Occupied Light Industrial SF | 80,793 | 33,997 | 25,110 |
| Occupied Commercial SF | 55,186 | 23,222 | 17,152 |
| Light Industrial Jobs Added | 115 | 49 | 36 |
| Commercial Jobs Added | 110 | 46 | 34 |
| Less Jobs Displaced | (38) | (5) | (5) |
| Net New Jobs Added | 188 | 90 | 66 |

Excludes land classified as critical lands and developed lands.


Net New Population If Vacant and Redevelopment Land is Developed Under Current Zoning

| | 344th Parcels | CFC Parcels | Shared Parcels |
|--------------------------------|---------------|-------------|----------------|
| New Dwellings Added* | 1,216 | 1,216 | 1,216 |
| Less Vacancy Allowance | 4% | 4% | 4% |
| Avg. People per Dwelling Unit* | 1.58 | 1.58 | 1.58 |
| People in New Development | 1,844 | 1,844 | 1,844 |
| Less Persons Displaced | (58) | (18) | - |
| Net New People Added | 1,786 | 1,826 | 1,844 |
| Net New Housing Units Added | 1,158 | 1,198 | 1,216 |

* based on multifamily housing residual land value analysis in Appendix.

Appendix C: Residual Land Value Analysis

3.5-Levels, Wood Frame Apartments over Parking (100% market rate)

| | | | | | |
|---|---------|-------|-------------|--------------------|---|
| Level | | | | | |
| 5 | | | Residential | | |
| 4 | | | Residential | | |
| 3 | | | Residential | | |
| 2 | | | Residential | | |
| 1 | Parking | | Parking | |  |
| Particulars | | | | | |
| Site Area | 15.74 | acres | 685,634 | SF | net of critical lands |
| Dwellings Total | | | 1,216 | | |
| Population increase | | | 2,092 | | |
| Commercial SF | | | - | | |
| Parking Ratio | | | 1.58 | per dwelling | |
| Surface Parking Stalls | | | 842 | | |
| Structured Parking | | | 1,117 | in podium | |
| Total Stalls | | | 1,959 | | |
| Dwellings per acre | | | 77 | | |
| Construction Cost | | | \$359.5 | million | |
| Cost per Dwelling Unit* | | | \$313,325 | excludes land cost | |
| Assessed Value Creation | | | \$323.5 | million | |
| Potential annual increase in City property tax rev. | | | \$292,010 | for Gen. Fund | |
| Target Annual Return on Developer Equity | | | 6% | | |
| Internal Rate of Return | | | 23% | | |
| Residual Land Value per SF of Land | | | \$21.64 | | |
| Residual Land Value per dwelling unit | | | \$12,199 | | |
| Overall Feasibility | | | Excellent | | |

Apartment Development Pro forma Analysis

Zone: RM3600

3.5-Levels, Wood Frame Apartments over Parking (100% market rate)

Unit Cost and Revenue Input Assumptions

| Particulars | Variable | Unit | Notes |
|--|--------------|--------------|--|
| Density & Land Use | | | |
| Site Size (gross area) | 685,634 | SF | 15.74 Acres |
| Building Coverage | 57% | | per code |
| Building footprint | 390,800 | SF | |
| Parking Area (uncovered) | 43% | 294,823 SF | 842 surface stalls |
| Building Levels (above grade) | 3.5 | levels | |
| Parking Levels (below building) | 1.0 | levels | |
| Parking Area (below building) | 390,800 | levels | 1117 stalls below building |
| Residential Building area (above ground) | 1,367,800 | | 1959 total stalls |
| Residential floor area (net sqft) | 1,094,240 | | |
| Residential floor area (gross sqft) | 1,367,800 | | 1,172,400 check sum |
| Average dwelling unit size (market rate units) | 900 | net SF | allowance |
| Average dwelling unit size (affordable units) | 900 | net SF | allowance |
| Market Rate Dwellings (studio units) | 550 | net SF | allowance |
| Market Rate Dwellings (1 bedroom) | 936 | net SF | allowance |
| Market Rate Dwellings (2 bedroom) | 1,100 | net SF | allowance |
| Net-to-Gross building area factor | 1.20 | | Allowance |
| Residential dwellings | 1,216 | dwellings | Parking stalls per Unit Use Goal Seek, D62 = D29 to get # of Units |
| Dwellings (studio units) | 20% | dwellings | 1.25 per code |
| Dwellings (1 bedroom) | 55% | dwellings | 1.5 per code |
| Dwellings (2 bedroom) | 25% | dwellings | 2.0 per code |
| | 100% | | 1.58 avg |
| Affordable dwelling units (share) | 0% | dwellings | Assume 80% of AMI qualifies |
| Affordable dwellings | - | | Assume 80% of AMI qualifies |
| Dwellings per Acre | 77 | | |
| Above Ground FAR (excl. parking) | 2.0 | | |
| Parking program | | | |
| Parking spaces per dwelling unit | 1.58 | per dwelling | |
| Parking spaces total (on site) | 1,915 | spaces | per code |
| Parking spaces: above ground, surface | 842 | | |
| Parking spaces: above ground, in structure | 1,117 | | |
| | 1,959 | | |
| Parking area per space | 350 | SF | Allowance |
| Parking area total | 670,400 | SF | |
| Parking area: above ground | - | | |
| Parking area: below ground | - | | |
| Development Program Summary | | | |
| Residential floor area (gross) | 1,367,800 | SF | |
| Retail floor area | - | SF | |
| Other floor area | - | SF | |
| Parking area: above ground | 390,800 | | 0.6 |
| Total floor area: above ground | 1,759,000 | | |
| Parking area: below ground | - | | |
| FAR above grade, excluding parking | 2.0 | | |
| FAR above grade, including parking | 2.6 | | |

Apartment Development Pro forma Analysis

Zone: RM3600

3.5-Levels, Wood Frame Apartments over Parking (100% market rate)

Unit Cost and Revenue Input Assumptions

| Particulars | Variable | Unit | Notes |
|--|--------------|------------------|---|
| Construction costs | | | |
| Site Preparation/Access/Utilities | \$3.50 | per SF of land | \$2,399,720 |
| Type I Construction | n/a | | |
| Type V Construction | \$170 | per GSF building | \$232,526,000 |
| Above Grade Parking | \$100 | per GSF parking | \$39,080,000 |
| Surface Parking & Open Space | \$4,000 | per stall | \$3,369,403 |
| Tenant Improvements & Bldg. Systems | \$30 | per NSF building | \$32,827,200 |
| Subtotal | | | \$310,202,324 |
| Estimated Impact Fees & Charges | \$15,000 | per dwelling | \$18,241,387 |
| Soft Costs (design, engineering, other fees, etc.) | 10.0% | of subtotal | \$31,020,232 |
| Total Construction Cost | | | \$359,463,943 |
| | | | \$204 cost per total sf of building & parking area |
| | | | \$295,589 cost per dwelling unit (excludes land) |
| Ratio of Materials Cost to Construction Cost | 0.45 | | \$161,758,774 value of materials delivered to site |
| Local Sales Excise tax | | | |
| Project Income Assumptions | | | |
| Lease-up period | 12 | months | |
| Market rate rent premium assumed | 0% | | |
| Market-rate units under 900 sqft | \$2.25 | per SF/month | allowamce |
| Market-rate units over 900 sqft | \$2.10 | per SF/month | allowamce |
| Commercial Rents per sqft | | per SF/year | Loopnet.com |
| Parking Revenue per space | \$0 | per stall/month | allowamce |
| Revenue escalation rate | 2.8% | per year | |
| Cap Rate | 5.0% | | Apartmentvaluation.com |
| Project Operating Costs | | | |
| Assessed Value (AV) to Market Value Ratio | 90% | | |
| Property Tax Rate, Total Levies | \$11.70 | per \$1000 AV | |
| Est. annual property tax. Total Levies | \$3,784,767 | per year | |
| Property Tax Rate, Federal Way Levy | \$0.90 | per \$1000 AV | |
| Est. annual property tax. City Levies | \$292,010 | | |
| Non-pass through Operating Cost (% of gross revenue) | | | |
| Vacancy & credit loss | 4.0% | | |
| Property taxes | 13.0% | | |
| Insurance | 0.2% | | |
| Maintenance | 2.1% | | |
| Reserves for replacement | 2.0% | | |
| Management & other expenses | 10.0% | | |
| Total Annual Operating & Vacancy Costs | 31.3% | | |
| Expense escalation rate | 2.8% | per year | |
| Debt Service | | | |
| Loan-to-Value Ratio (excl. land) | 60% | | |
| Debt Coverage Ratio | 1.25 | | |
| Interest Rate | 4.0% | | |
| Years of Construction | 1.0 | | interest only payment during construction |
| Amortization (years) | 20 | | |
| Loan origination fee | 1.0% | | |
| Transaction cost during sale or refinance in yr 12 | 5.0% | | |
| Equity Assumptions | | | |
| Targeted Return on Equity & Overhead | 6.0% | | |

¹ derived from RSMMeans, low-range cost for Seattle area; excludes land cost and financing, and extra-ordinary site work.

² assumes blended average of city rates and fees.

³ includes design, permitting, fees

⁴ assumes 1 year construction period with payment on interest only.

⁵ assumes market-based rents.

15-Apr-21

3.5-Levels, Wood Frame Apartments over Parking (100% market rate)

Apartment Prototype

**1216 Apartments
3.5 Levels**

PRELIMINARY DRAFT FOR LONG RANGE PLANNING ONLY

Residual Land Value Analysis

| | | 2020 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | |
|---|-------------------|--------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------|
| | Year -1 | Year 0 | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 | Year 7 | Year 8 | Year 9 | Year 10 | Year 11 | Year 12 | |
| DEVELOPMENT PROGRAM ASSUMPTIONS | land & permitting | construction | | | | | | | | | | | | | |
| | | Market Rate Dwellings (studio units) | 243 | 243 | 243 | 243 | 243 | 243 | 243 | 243 | 243 | 243 | 243 | 243 | 243 |
| | | Market Rate Dwellings (1 bedroom) | 669 | 669 | 669 | 669 | 669 | 669 | 669 | 669 | 669 | 669 | 669 | 669 | 669 |
| | | Market Rate Dwellings (2 bedroom) | 304 | 304 | 304 | 304 | 304 | 304 | 304 | 304 | 304 | 304 | 304 | 304 | 304 |
| | | Parking stalls (leasable) | 1,117 | 1,117 | 1,117 | 1,117 | 1,117 | 1,117 | 1,117 | 1,117 | 1,117 | 1,117 | 1,117 | 1,117 | 1,117 |
| | | Occupancy % | 0% | 50% | 80% | 96% | 96% | 96% | 96% | 96% | 96% | 96% | 96% | 96% | 96% |
| | | INCOME | | | | | | | | | | | | | |
| Avg. Monthly Rental Income: Market Rate Units | | \$2,025 | \$2,081 | \$2,140 | \$2,199 | \$2,261 | \$2,324 | \$2,389 | \$2,456 | \$2,525 | \$2,596 | \$2,668 | \$2,743 | | |
| Gross Annual Rental Income | | \$14,772,240 | \$24,297,380 | \$29,973,248 | \$30,812,499 | \$31,675,249 | \$32,562,156 | \$33,473,897 | \$34,411,166 | \$35,374,678 | \$36,365,169 | \$37,383,394 | \$38,430,129 | | |
| Less Vacancy & Credit Loss Allowance | | (\$590,890) | (\$971,895) | (\$1,198,930) | (\$1,232,500) | (\$1,267,010) | (\$1,302,496) | (\$1,338,956) | (\$1,376,447) | (\$1,414,987) | (\$1,454,607) | (\$1,495,336) | (\$1,537,205) | | |
| Less Misc. Operating Expenses | | (\$3,864,418) | (\$6,356,195) | (\$7,841,002) | (\$8,060,550) | (\$8,286,245) | (\$8,518,260) | (\$8,756,771) | (\$9,001,961) | (\$9,254,016) | (\$9,513,128) | (\$9,779,496) | (\$10,053,322) | | |
| NET OPERATING INCOME (before debt service and replacement reserves) | | \$0 | \$10,316,932 | \$16,969,290 | \$20,933,317 | \$21,519,450 | \$22,121,994 | \$22,741,410 | \$23,378,169 | \$24,032,758 | \$24,705,675 | \$25,397,434 | \$26,108,563 | \$26,839,602 | |
| less Debt Service* | | \$ (11,379,640) | \$ (20,933,346) | \$ (20,933,346) | \$ (20,933,346) | \$ (20,933,346) | \$ (20,933,346) | \$ (20,933,346) | \$ (20,933,346) | \$ (20,933,346) | \$ (20,933,346) | \$ (20,933,346) | \$ (20,933,346) | \$ (20,933,346) | |
| less Advance Developer Cash Equity | | (\$500,000) | | | | | | | | | | | | | |
| CASH FLOW AVAILABLE (after debt & equity) | | (\$11,879,640) | (\$10,616,413) | (\$3,964,055) | (\$29) | \$586,104 | \$1,188,648 | \$1,808,064 | \$2,444,824 | \$3,099,412 | \$3,772,330 | \$4,464,089 | \$5,175,217 | \$5,906,257 | |
| Sale or Refinance in Year 10 | | | | | | | | | | | | | | \$509,952,000 | |
| NET PROFIT (before depreciation & taxes) | (\$17,886,217) | (\$11,879,640) | (\$10,616,413) | (\$3,964,055) | (\$29) | \$586,104 | \$1,188,648 | \$1,808,064 | \$2,444,824 | \$3,099,412 | \$3,772,330 | \$4,464,089 | \$5,175,217 | \$515,858,257 | |

| | |
|---|----------------------|
| Supportable Debt (Construction-Permanent Loan) | |
| Supportable Annual Payment (@125% coverage) | \$20,933,317 |
| Supportable Debt @4.0% interest, 20-year term) | \$284,491,000 |

| | |
|--|----------------------|
| Supportable Equity (for-profit developer) | |
| Targeted Return on Investment & Overhead | 6.0% |
| Net present value of net profit (equity) | \$230,747,000 |

| | |
|--|-----------------------------|
| Residual Land Value Analysis | For-Profit Developer |
| Supportable Debt | \$284,491,000 |
| Supportable Equity | \$230,747,000 |
| Less Debt Principal in Yr. 12 | (\$140,938,876) |
| Subtotal Debt + Equity - Primary Loan Amt. | \$374,299,124 |
| Construction Cost | (\$359,463,943) |
| Residual Land Value | \$14,835,181 |
| Residual Land Value per Dwelling Unit | \$12,199 |
| Residual Land Value per Acre | \$942,515 |
| Residual Land Value per SqFt of Land Area | \$22 |
| Ratio of Land Value to Improvement Cost | 0.04 |
| Avg. Density (dwellings per acre) | 77 |
| Site Size (acres) | 15.7 |
| Site Size (sqft) | 685,634 |

| | |
|---------------------------------------|----------------------|
| SUMMARY of Revenue Assumptions | |
| Year 12 Sale or Refinance Fees/Costs | 5.0% |
| Cap Rate | 5.0% |
| Year 12 Sale or Refinance Value | \$509,952,000 |
| Annual Rent Rate escalation | 2.8% |
| Annual Op. Expense Rate escalation | 2.8% |

| | |
|---|--------------------|
| Assessed Value & City Property Tax Created | |
| Project Improvement Value | \$359,463,943 |
| Project Land Value | \$14,835,181 |
| Project Total Value | \$374,299,124 |
| Assessed Value to Market Value Ratio | 90% |
| Estimated Assessed Value | \$336,869,211 |
| Property Tax Rate per \$1,000 AV | \$11.70 |
| Net New AV Created | \$323,517,549 |
| Annual Value of Tax Payments | \$3,785,000 |
| Annual Net New City Tax Revenue | \$292,010 |

Source: FCS GROUP, based on assumptions stated in Appendix.

Appendix D: Detailed 30-Year Fiscal Impact Analysis

344th Site

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|-----------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| State Shared Revenue | | | | | | | | | | | | | | | |
| Motor Vehicle Fuel Tax | \$17,927 | \$18,016 | \$18,107 | \$18,197 | \$18,288 | \$18,379 | \$18,471 | \$18,564 | \$18,657 | \$18,750 | \$37,687 | \$37,876 | \$38,065 | \$38,255 | \$38,447 |
| Multi-Modal Distribution | \$1,197 | \$1,203 | \$1,209 | \$1,215 | \$1,221 | \$1,227 | \$1,233 | \$1,239 | \$1,246 | \$1,252 | \$2,504 | \$2,516 | \$2,529 | \$2,541 | \$2,554 |
| Increased MVFT | \$1,045 | \$1,050 | \$1,056 | \$1,061 | \$1,066 | \$1,071 | \$1,077 | \$1,082 | \$1,088 | \$1,093 | \$2,186 | \$2,197 | \$2,208 | \$2,219 | \$2,230 |
| Liquor Profits | \$7,056 | \$7,092 | \$7,127 | \$7,163 | \$7,199 | \$7,235 | \$7,271 | \$7,307 | \$7,344 | \$7,380 | \$14,761 | \$14,835 | \$14,909 | \$14,983 | \$15,058 |
| Liquor Excise | \$5,056 | \$5,081 | \$5,106 | \$5,132 | \$5,157 | \$5,183 | \$5,209 | \$5,235 | \$5,261 | \$5,288 | \$10,575 | \$10,628 | \$10,681 | \$10,735 | \$10,788 |
| Criminal Justice Distribution | \$1,045 | \$1,050 | \$1,056 | \$1,061 | \$1,066 | \$1,071 | \$1,077 | \$1,082 | \$1,088 | \$1,093 | \$2,186 | \$2,197 | \$2,208 | \$2,219 | \$2,230 |
| Subtotal State Shared Revenue | \$33,326 | \$33,492 | \$33,660 | \$33,828 | \$33,997 | \$34,167 | \$34,338 | \$34,510 | \$34,682 | \$34,856 | \$69,899 | \$70,249 | \$70,600 | \$70,953 | \$71,308 |
| Property Tax Revenue | | | | | | | | | | | | | | | |
| School | \$608,063 | \$614,143 | \$620,285 | \$626,487 | \$632,752 | \$639,080 | \$645,471 | \$651,925 | \$658,445 | \$665,029 | \$1,343,359 | \$1,356,792 | \$1,370,360 | \$1,384,064 | \$1,397,904 |
| City | \$151,171 | \$152,683 | \$154,210 | \$155,752 | \$157,309 | \$158,882 | \$160,471 | \$162,076 | \$163,697 | \$165,334 | \$333,974 | \$337,314 | \$340,687 | \$344,094 | \$347,535 |
| Port District | \$20,071 | \$20,272 | \$20,474 | \$20,679 | \$20,886 | \$21,095 | \$21,306 | \$21,519 | \$21,734 | \$21,951 | \$44,342 | \$44,785 | \$45,233 | \$45,685 | \$46,142 |
| County | \$208,830 | \$210,919 | \$213,028 | \$215,158 | \$217,310 | \$219,483 | \$221,677 | \$223,894 | \$226,133 | \$228,395 | \$461,357 | \$465,971 | \$470,630 | \$475,337 | \$480,090 |
| State School Fund | \$517,224 | \$522,396 | \$527,620 | \$532,896 | \$538,225 | \$543,607 | \$549,043 | \$554,534 | \$560,079 | \$565,680 | \$1,142,673 | \$1,154,100 | \$1,165,641 | \$1,177,297 | \$1,189,070 |
| Sound Transit | \$33,009 | \$33,339 | \$33,673 | \$34,009 | \$34,349 | \$34,693 | \$35,040 | \$35,390 | \$35,744 | \$36,102 | \$72,925 | \$73,654 | \$74,391 | \$75,135 | \$75,886 |
| Flood | \$14,921 | \$15,070 | \$15,221 | \$15,373 | \$15,527 | \$15,682 | \$15,839 | \$15,997 | \$16,157 | \$16,319 | \$32,964 | \$33,294 | \$33,627 | \$33,963 | \$34,303 |
| EMS | \$44,381 | \$44,825 | \$45,273 | \$45,726 | \$46,183 | \$46,645 | \$47,111 | \$47,583 | \$48,058 | \$48,539 | \$98,049 | \$99,029 | \$100,019 | \$101,020 | \$102,030 |
| Library | \$59,846 | \$60,445 | \$61,049 | \$61,660 | \$62,276 | \$62,899 | \$63,528 | \$64,163 | \$64,805 | \$65,453 | \$132,215 | \$133,538 | \$134,873 | \$136,222 | \$137,584 |
| Fire | \$301,825 | \$304,843 | \$307,891 | \$310,970 | \$314,080 | \$317,221 | \$320,393 | \$323,597 | \$326,833 | \$330,101 | \$666,804 | \$673,473 | \$680,207 | \$687,009 | \$693,879 |
| Subtotal Property Tax Revenue | \$1,959,341 | \$1,978,934 | \$1,998,724 | \$2,018,711 | \$2,038,898 | \$2,059,287 | \$2,079,880 | \$2,100,679 | \$2,121,685 | \$2,142,902 | \$4,328,662 | \$4,371,949 | \$4,415,669 | \$4,459,825 | \$4,504,424 |
| Sales Tax Revenue | | | | | | | | | | | | | | | |
| Federal Way Sales Tax Revenue | \$193,529 | \$193,529 | \$193,529 | \$193,529 | \$193,529 | \$193,529 | \$193,529 | \$193,529 | \$193,529 | \$193,529 | \$130,809 | \$130,809 | \$130,809 | \$130,809 | \$130,809 |
| State & County Sales Tax Revenue | \$2,106,047 | \$2,106,047 | \$2,106,047 | \$2,106,047 | \$2,106,047 | \$2,106,047 | \$2,106,047 | \$2,106,047 | \$2,106,047 | \$2,106,047 | \$1,423,515 | \$1,423,515 | \$1,423,515 | \$1,423,515 | \$1,423,515 |
| Subtotal Sales Tax Revenue | \$2,299,575 | \$2,299,575 | \$2,299,575 | \$2,299,575 | \$2,299,575 | \$2,299,575 | \$2,299,575 | \$2,299,575 | \$2,299,575 | \$2,299,575 | \$1,554,324 | \$1,554,324 | \$1,554,324 | \$1,554,324 | \$1,554,324 |
| Subtotal Federal Way Revenue | \$378,026 | \$379,704 | \$381,398 | \$383,109 | \$384,835 | \$386,578 | \$388,338 | \$390,114 | \$391,908 | \$393,718 | \$534,683 | \$538,372 | \$542,096 | \$545,856 | \$549,652 |
| Subtotal Other Government Revenue | \$3,914,216 | \$3,932,298 | \$3,950,561 | \$3,969,006 | \$3,987,635 | \$4,006,451 | \$4,025,455 | \$4,044,649 | \$4,064,035 | \$4,083,615 | \$5,418,203 | \$5,458,150 | \$5,498,497 | \$5,539,246 | \$5,580,404 |
| Total Revenue | \$4,292,242 | \$4,312,002 | \$4,331,959 | \$4,352,114 | \$4,372,471 | \$4,393,030 | \$4,413,793 | \$4,434,764 | \$4,455,943 | \$4,477,333 | \$5,952,886 | \$5,996,522 | \$6,040,593 | \$6,085,102 | \$6,130,055 |

344th Site

| | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | Total |
|-----------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|
| State Shared Revenue | | | | | | | | | | | | | | | | |
| Motor Vehicle Fuel Tax | \$38,639 | \$38,832 | \$39,026 | \$39,221 | \$39,417 | \$39,615 | \$39,813 | \$40,012 | \$40,212 | \$40,413 | \$40,615 | \$40,818 | \$41,022 | \$41,227 | \$41,433 | \$974,000 |
| Multi-Modal Distribution | \$2,567 | \$2,580 | \$2,593 | \$2,606 | \$2,619 | \$2,632 | \$2,645 | \$2,658 | \$2,671 | \$2,685 | \$2,698 | \$2,712 | \$2,725 | \$2,739 | \$2,753 | \$64,768 |
| Increased MVFT | \$2,241 | \$2,252 | \$2,264 | \$2,275 | \$2,286 | \$2,298 | \$2,309 | \$2,321 | \$2,333 | \$2,344 | \$2,356 | \$2,368 | \$2,380 | \$2,391 | \$2,403 | \$56,551 |
| Liquor Profits | \$15,133 | \$15,209 | \$15,285 | \$15,362 | \$15,438 | \$15,516 | \$15,593 | \$15,671 | \$15,749 | \$15,828 | \$15,907 | \$15,987 | \$16,067 | \$16,147 | \$16,228 | \$381,840 |
| Liquor Excise | \$10,842 | \$10,897 | \$10,951 | \$11,006 | \$11,061 | \$11,116 | \$11,172 | \$11,228 | \$11,284 | \$11,340 | \$11,397 | \$11,454 | \$11,511 | \$11,569 | \$11,627 | \$273,571 |
| Criminal Justice Distribution | \$2,241 | \$2,252 | \$2,264 | \$2,275 | \$2,286 | \$2,298 | \$2,309 | \$2,321 | \$2,333 | \$2,344 | \$2,356 | \$2,368 | \$2,380 | \$2,391 | \$2,403 | \$56,551 |
| Subtotal State Shared Revenue | \$71,664 | \$72,023 | \$72,383 | \$72,745 | \$73,108 | \$73,474 | \$73,841 | \$74,210 | \$74,581 | \$74,954 | \$75,329 | \$75,706 | \$76,084 | \$76,465 | \$76,847 | \$1,807,280 |
| Property Tax Revenue | | | | | | | | | | | | | | | | |
| School | \$1,411,884 | \$1,426,002 | \$1,440,262 | \$1,454,665 | \$1,469,212 | \$1,483,904 | \$1,498,743 | \$1,513,730 | \$1,528,868 | \$1,544,156 | \$1,559,598 | \$1,575,194 | \$1,590,946 | \$1,606,855 | \$1,622,924 | \$35,941,101 |
| City | \$351,010 | \$354,520 | \$358,065 | \$361,646 | \$365,262 | \$368,915 | \$372,604 | \$376,330 | \$380,093 | \$383,894 | \$387,733 | \$391,611 | \$395,527 | \$399,482 | \$403,477 | \$8,935,357 |
| Port District | \$46,604 | \$47,070 | \$47,541 | \$48,016 | \$48,496 | \$48,981 | \$49,471 | \$49,966 | \$50,465 | \$50,970 | \$51,480 | \$51,994 | \$52,514 | \$53,039 | \$53,570 | \$1,186,352 |
| County | \$484,891 | \$489,740 | \$494,637 | \$499,583 | \$504,579 | \$509,625 | \$514,721 | \$519,869 | \$525,067 | \$530,318 | \$535,621 | \$540,977 | \$546,387 | \$551,851 | \$557,369 | \$12,343,447 |
| State School Fund | \$1,200,961 | \$1,212,971 | \$1,225,100 | \$1,237,351 | \$1,249,725 | \$1,262,222 | \$1,274,844 | \$1,287,593 | \$1,300,469 | \$1,313,473 | \$1,326,608 | \$1,339,874 | \$1,353,273 | \$1,366,806 | \$1,380,474 | \$30,571,829 |
| Sound Transit | \$76,645 | \$77,411 | \$78,186 | \$78,967 | \$79,757 | \$80,555 | \$81,360 | \$82,174 | \$82,996 | \$83,826 | \$84,664 | \$85,510 | \$86,366 | \$87,229 | \$88,101 | \$1,951,086 |
| Flood | \$34,646 | \$34,992 | \$35,342 | \$35,695 | \$36,052 | \$36,413 | \$36,777 | \$37,145 | \$37,516 | \$37,891 | \$38,270 | \$38,653 | \$39,040 | \$39,430 | \$39,824 | \$881,943 |
| EMS | \$103,050 | \$104,081 | \$105,121 | \$106,173 | \$107,234 | \$108,307 | \$109,390 | \$110,484 | \$111,589 | \$112,704 | \$113,832 | \$114,970 | \$116,120 | \$117,281 | \$118,454 | \$2,623,260 |
| Library | \$138,960 | \$140,349 | \$141,753 | \$143,170 | \$144,602 | \$146,048 | \$147,508 | \$148,984 | \$150,473 | \$151,978 | \$153,498 | \$155,033 | \$156,583 | \$158,149 | \$159,731 | \$3,537,376 |
| Fire | \$700,818 | \$707,826 | \$714,905 | \$722,054 | \$729,274 | \$736,567 | \$743,933 | \$751,372 | \$758,886 | \$766,475 | \$774,139 | \$781,881 | \$789,700 | \$797,597 | \$805,572 | \$17,840,125 |
| Subtotal Property Tax Revenue | \$4,549,468 | \$4,594,962 | \$4,640,912 | \$4,687,321 | \$4,734,194 | \$4,781,536 | \$4,829,352 | \$4,877,645 | \$4,926,422 | \$4,975,686 | \$5,025,443 | \$5,075,697 | \$5,126,454 | \$5,177,719 | \$5,229,496 | \$115,811,876 |
| Sales Tax Revenue | | | | | | | | | | | | | | | | |
| Federal Way Sales Tax Revenue | \$130,809 | \$130,809 | \$130,809 | \$130,809 | \$130,809 | \$130,809 | \$130,809 | \$130,809 | \$130,809 | \$130,809 | \$130,809 | \$130,809 | \$130,809 | \$130,809 | \$130,809 | \$4,551,476 |
| State & County Sales Tax Revenue | \$1,423,515 | \$1,423,515 | \$1,423,515 | \$1,423,515 | \$1,423,515 | \$1,423,515 | \$1,423,515 | \$1,423,515 | \$1,423,515 | \$1,423,515 | \$1,423,515 | \$1,423,515 | \$1,423,515 | \$1,423,515 | \$1,423,515 | \$49,530,763 |
| Subtotal Sales Tax Revenue | \$1,554,324 | \$1,554,324 | \$1,554,324 | \$1,554,324 | \$1,554,324 | \$1,554,324 | \$1,554,324 | \$1,554,324 | \$1,554,324 | \$1,554,324 | \$1,554,324 | \$1,554,324 | \$1,554,324 | \$1,554,324 | \$1,554,324 | \$54,082,239 |
| Subtotal Federal Way Revenue | \$553,484 | \$557,352 | \$561,257 | \$565,200 | \$569,180 | \$573,198 | \$577,255 | \$581,350 | \$585,484 | \$589,658 | \$593,872 | \$598,126 | \$602,421 | \$606,756 | \$611,133 | \$15,294,113 |
| Subtotal Other Government Revenue | \$5,621,973 | \$5,663,957 | \$5,706,362 | \$5,749,190 | \$5,792,447 | \$5,836,136 | \$5,880,262 | \$5,924,830 | \$5,969,843 | \$6,015,306 | \$6,061,224 | \$6,107,601 | \$6,154,442 | \$6,201,751 | \$6,249,534 | \$156,407,282 |
| Total Revenue | \$6,175,456 | \$6,221,309 | \$6,267,619 | \$6,314,390 | \$6,361,627 | \$6,409,334 | \$6,457,517 | \$6,506,180 | \$6,555,327 | \$6,604,964 | \$6,655,096 | \$6,705,727 | \$6,756,863 | \$6,808,508 | \$6,860,667 | \$171,701,395 |

CFC Site

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|-----------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| State Shared Revenue | | | | | | | | | | | | | | | |
| Motor Vehicle Fuel Tax | \$18,328 | \$18,420 | \$18,512 | \$18,605 | \$18,698 | \$18,791 | \$18,885 | \$18,979 | \$19,074 | \$19,170 | \$38,339 | \$38,531 | \$38,724 | \$38,917 | \$39,112 |
| Multi-Modal Distribution | \$1,224 | \$1,230 | \$1,236 | \$1,242 | \$1,248 | \$1,255 | \$1,261 | \$1,267 | \$1,274 | \$1,280 | \$2,560 | \$2,573 | \$2,585 | \$2,598 | \$2,611 |
| Increased MVFT | \$1,068 | \$1,074 | \$1,079 | \$1,085 | \$1,090 | \$1,095 | \$1,101 | \$1,106 | \$1,112 | \$1,118 | \$2,235 | \$2,246 | \$2,257 | \$2,269 | \$2,280 |
| Liquor Profits | \$7,214 | \$7,250 | \$7,287 | \$7,323 | \$7,360 | \$7,397 | \$7,434 | \$7,471 | \$7,508 | \$7,546 | \$15,091 | \$15,167 | \$15,243 | \$15,319 | \$15,395 |
| Liquor Excise | \$5,169 | \$5,195 | \$5,221 | \$5,247 | \$5,273 | \$5,299 | \$5,326 | \$5,352 | \$5,379 | \$5,406 | \$10,812 | \$10,866 | \$10,921 | \$10,975 | \$11,030 |
| Criminal Justice Distribution | \$1,068 | \$1,074 | \$1,079 | \$1,085 | \$1,090 | \$1,095 | \$1,101 | \$1,106 | \$1,112 | \$1,118 | \$2,235 | \$2,246 | \$2,257 | \$2,269 | \$2,280 |
| Subtotal State Shared Revenue | \$34,072 | \$34,242 | \$34,414 | \$34,586 | \$34,759 | \$34,932 | \$35,107 | \$35,283 | \$35,459 | \$35,636 | \$71,273 | \$71,629 | \$71,987 | \$72,347 | \$72,709 |
| Property Tax Revenue | | | | | | | | | | | | | | | |
| School | \$595,207 | \$601,159 | \$607,171 | \$613,242 | \$619,375 | \$625,568 | \$631,824 | \$638,142 | \$644,524 | \$650,969 | \$1,314,958 | \$1,328,107 | \$1,341,388 | \$1,354,802 | \$1,368,350 |
| City | \$147,975 | \$149,455 | \$150,949 | \$152,459 | \$153,983 | \$155,523 | \$157,079 | \$158,649 | \$160,236 | \$161,838 | \$326,913 | \$330,182 | \$333,484 | \$336,819 | \$340,187 |
| Port District | \$19,647 | \$19,843 | \$20,042 | \$20,242 | \$20,444 | \$20,649 | \$20,855 | \$21,064 | \$21,275 | \$21,487 | \$43,404 | \$43,838 | \$44,277 | \$44,720 | \$45,167 |
| County | \$204,415 | \$206,459 | \$208,524 | \$210,609 | \$212,715 | \$214,842 | \$216,991 | \$219,161 | \$221,352 | \$223,566 | \$451,603 | \$456,119 | \$460,680 | \$465,287 | \$469,940 |
| State School Fund | \$506,288 | \$511,351 | \$516,465 | \$521,630 | \$526,846 | \$532,114 | \$537,435 | \$542,810 | \$548,238 | \$553,720 | \$1,118,515 | \$1,129,700 | \$1,140,997 | \$1,152,407 | \$1,163,931 |
| Sound Transit | \$32,311 | \$32,634 | \$32,961 | \$33,290 | \$33,623 | \$33,959 | \$34,299 | \$34,642 | \$34,988 | \$35,338 | \$71,383 | \$72,097 | \$72,818 | \$73,546 | \$74,282 |
| Flood | \$14,606 | \$14,752 | \$14,899 | \$15,048 | \$15,199 | \$15,351 | \$15,504 | \$15,659 | \$15,816 | \$15,974 | \$32,267 | \$32,590 | \$32,916 | \$33,245 | \$33,577 |
| EMS | \$43,443 | \$43,877 | \$44,316 | \$44,759 | \$45,207 | \$45,659 | \$46,115 | \$46,577 | \$47,042 | \$47,513 | \$95,976 | \$96,936 | \$97,905 | \$98,884 | \$99,873 |
| Library | \$58,581 | \$59,167 | \$59,759 | \$60,356 | \$60,960 | \$61,569 | \$62,185 | \$62,807 | \$63,435 | \$64,069 | \$129,420 | \$130,714 | \$132,021 | \$133,342 | \$134,675 |
| Fire | \$295,444 | \$298,398 | \$301,382 | \$304,396 | \$307,440 | \$310,514 | \$313,619 | \$316,755 | \$319,923 | \$323,122 | \$652,707 | \$659,234 | \$665,826 | \$672,485 | \$679,209 |
| Subtotal Property Tax Revenue | \$1,917,917 | \$1,937,096 | \$1,956,467 | \$1,976,031 | \$1,995,792 | \$2,015,750 | \$2,035,907 | \$2,056,266 | \$2,076,829 | \$2,097,597 | \$4,237,146 | \$4,279,518 | \$4,322,313 | \$4,365,536 | \$4,409,191 |
| Sales Tax Revenue | | | | | | | | | | | | | | | |
| Federal Way Sales Tax Revenue | \$156,927 | \$156,927 | \$156,927 | \$156,927 | \$156,927 | \$156,927 | \$156,927 | \$156,927 | \$156,927 | \$156,927 | \$63,023 | \$63,023 | \$63,023 | \$63,023 | \$63,023 |
| State & County Sales Tax Revenue | \$1,707,731 | \$1,707,731 | \$1,707,731 | \$1,707,731 | \$1,707,731 | \$1,707,731 | \$1,707,731 | \$1,707,731 | \$1,707,731 | \$1,707,731 | \$685,838 | \$685,838 | \$685,838 | \$685,838 | \$685,838 |
| Subtotal Sales Tax Revenue | \$1,864,657 | \$1,864,657 | \$1,864,657 | \$1,864,657 | \$1,864,657 | \$1,864,657 | \$1,864,657 | \$1,864,657 | \$1,864,657 | \$1,864,657 | \$748,861 | \$748,861 | \$748,861 | \$748,861 | \$748,861 |
| Subtotal Federal Way Revenue | \$338,974 | \$340,624 | \$342,290 | \$343,971 | \$345,669 | \$347,382 | \$349,112 | \$350,858 | \$352,621 | \$354,401 | \$461,209 | \$464,834 | \$468,494 | \$472,189 | \$475,919 |
| Subtotal Other Government Revenue | \$3,477,672 | \$3,495,371 | \$3,513,248 | \$3,531,303 | \$3,549,539 | \$3,567,957 | \$3,586,559 | \$3,605,347 | \$3,624,324 | \$3,643,489 | \$4,596,071 | \$4,635,174 | \$4,674,667 | \$4,714,555 | \$4,754,842 |
| Total Revenue | \$3,816,646 | \$3,835,995 | \$3,855,537 | \$3,875,274 | \$3,895,207 | \$3,915,339 | \$3,935,671 | \$3,956,206 | \$3,976,945 | \$3,997,890 | \$5,057,280 | \$5,100,008 | \$5,143,161 | \$5,186,744 | \$5,230,761 |

CFC Site

| | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | Total |
|-----------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|
| State Shared Revenue | | | | | | | | | | | | | | | | |
| Motor Vehicle Fuel Tax | \$39,307 | \$39,504 | \$39,702 | \$39,900 | \$40,100 | \$40,300 | \$40,502 | \$40,704 | \$40,908 | \$41,112 | \$41,318 | \$41,524 | \$41,732 | \$41,941 | \$42,150 | \$991,787 |
| Multi-Modal Distribution | \$2,624 | \$2,638 | \$2,651 | \$2,664 | \$2,677 | \$2,691 | \$2,704 | \$2,718 | \$2,731 | \$2,745 | \$2,759 | \$2,772 | \$2,786 | \$2,800 | \$2,814 | \$66,218 |
| Increased MVFT | \$2,291 | \$2,303 | \$2,314 | \$2,326 | \$2,338 | \$2,349 | \$2,361 | \$2,373 | \$2,385 | \$2,397 | \$2,409 | \$2,421 | \$2,433 | \$2,445 | \$2,457 | \$57,817 |
| Liquor Profits | \$15,472 | \$15,550 | \$15,627 | \$15,706 | \$15,784 | \$15,863 | \$15,942 | \$16,022 | \$16,102 | \$16,183 | \$16,264 | \$16,345 | \$16,427 | \$16,509 | \$16,591 | \$390,389 |
| Liquor Excise | \$11,085 | \$11,141 | \$11,196 | \$11,252 | \$11,309 | \$11,365 | \$11,422 | \$11,479 | \$11,536 | \$11,594 | \$11,652 | \$11,710 | \$11,769 | \$11,828 | \$11,887 | \$279,697 |
| Criminal Justice Distribution | \$2,291 | \$2,303 | \$2,314 | \$2,326 | \$2,338 | \$2,349 | \$2,361 | \$2,373 | \$2,385 | \$2,397 | \$2,409 | \$2,421 | \$2,433 | \$2,445 | \$2,457 | \$57,817 |
| Subtotal State Shared Revenue | \$73,072 | \$73,438 | \$73,805 | \$74,174 | \$74,545 | \$74,917 | \$75,292 | \$75,669 | \$76,047 | \$76,427 | \$76,809 | \$77,193 | \$77,579 | \$77,967 | \$78,357 | \$1,843,726 |
| Property Tax Revenue | | | | | | | | | | | | | | | | |
| School | \$1,382,034 | \$1,395,854 | \$1,409,812 | \$1,423,911 | \$1,438,150 | \$1,452,531 | \$1,467,056 | \$1,481,727 | \$1,496,544 | \$1,511,510 | \$1,526,625 | \$1,541,891 | \$1,557,310 | \$1,572,883 | \$1,588,612 | \$35,181,237 |
| City | \$343,589 | \$347,025 | \$350,495 | \$354,000 | \$357,540 | \$361,115 | \$364,727 | \$368,374 | \$372,058 | \$375,778 | \$379,536 | \$383,331 | \$387,165 | \$391,036 | \$394,947 | \$8,746,446 |
| Port District | \$45,618 | \$46,075 | \$46,535 | \$47,001 | \$47,471 | \$47,945 | \$48,425 | \$48,909 | \$49,398 | \$49,892 | \$50,391 | \$50,895 | \$51,404 | \$51,918 | \$52,437 | \$1,161,270 |
| County | \$474,639 | \$479,386 | \$484,180 | \$489,021 | \$493,912 | \$498,851 | \$503,839 | \$508,878 | \$513,966 | \$519,106 | \$524,297 | \$529,540 | \$534,835 | \$540,184 | \$545,586 | \$12,082,482 |
| State School Fund | \$1,175,570 | \$1,187,326 | \$1,199,199 | \$1,211,191 | \$1,223,303 | \$1,235,536 | \$1,247,892 | \$1,260,371 | \$1,272,974 | \$1,285,704 | \$1,298,561 | \$1,311,547 | \$1,324,662 | \$1,337,909 | \$1,351,288 | \$29,925,481 |
| Sound Transit | \$75,025 | \$75,775 | \$76,533 | \$77,298 | \$78,071 | \$78,852 | \$79,640 | \$80,437 | \$81,241 | \$82,053 | \$82,874 | \$83,703 | \$84,540 | \$85,385 | \$86,239 | \$1,909,836 |
| Flood | \$33,913 | \$34,252 | \$34,595 | \$34,941 | \$35,290 | \$35,643 | \$35,999 | \$36,359 | \$36,723 | \$37,090 | \$37,461 | \$37,836 | \$38,214 | \$38,596 | \$38,982 | \$863,297 |
| EMS | \$100,872 | \$101,880 | \$102,899 | \$103,928 | \$104,967 | \$106,017 | \$107,077 | \$108,148 | \$109,229 | \$110,322 | \$111,425 | \$112,539 | \$113,665 | \$114,801 | \$115,949 | \$2,567,799 |
| Library | \$136,022 | \$137,382 | \$138,756 | \$140,143 | \$141,545 | \$142,960 | \$144,390 | \$145,834 | \$147,292 | \$148,765 | \$150,253 | \$151,755 | \$153,273 | \$154,805 | \$156,354 | \$3,462,589 |
| Fire | \$686,002 | \$692,862 | \$699,790 | \$706,788 | \$713,856 | \$720,995 | \$728,204 | \$735,487 | \$742,841 | \$750,270 | \$757,773 | \$765,350 | \$773,004 | \$780,734 | \$788,541 | \$17,462,950 |
| Subtotal Property Tax Revenue | \$4,453,283 | \$4,497,816 | \$4,542,794 | \$4,588,222 | \$4,634,104 | \$4,680,445 | \$4,727,250 | \$4,774,522 | \$4,822,268 | \$4,870,490 | \$4,919,195 | \$4,968,387 | \$5,018,071 | \$5,068,252 | \$5,118,934 | \$113,363,388 |
| Sales Tax Revenue | | | | | | | | | | | | | | | | |
| Federal Way Sales Tax Revenue | \$63,023 | \$63,023 | \$63,023 | \$63,023 | \$63,023 | \$63,023 | \$63,023 | \$63,023 | \$63,023 | \$63,023 | \$63,023 | \$63,023 | \$63,023 | \$63,023 | \$63,023 | \$2,829,725 |
| State & County Sales Tax Revenue | \$685,838 | \$685,838 | \$685,838 | \$685,838 | \$685,838 | \$685,838 | \$685,838 | \$685,838 | \$685,838 | \$685,838 | \$685,838 | \$685,838 | \$685,838 | \$685,838 | \$685,838 | \$30,794,070 |
| Subtotal Sales Tax Revenue | \$748,861 | \$748,861 | \$748,861 | \$748,861 | \$748,861 | \$748,861 | \$748,861 | \$748,861 | \$748,861 | \$748,861 | \$748,861 | \$748,861 | \$748,861 | \$748,861 | \$748,861 | \$33,623,796 |
| Subtotal Federal Way Revenue | \$479,684 | \$483,485 | \$487,323 | \$491,197 | \$495,108 | \$499,056 | \$503,042 | \$507,065 | \$511,127 | \$515,228 | \$519,368 | \$523,548 | \$527,767 | \$532,026 | \$536,327 | \$13,419,897 |
| Subtotal Other Government Revenue | \$4,795,533 | \$4,836,629 | \$4,878,137 | \$4,920,060 | \$4,962,403 | \$5,005,168 | \$5,048,362 | \$5,091,987 | \$5,136,048 | \$5,180,550 | \$5,225,497 | \$5,270,894 | \$5,316,745 | \$5,363,054 | \$5,409,826 | \$135,411,012 |
| Total Revenue | \$5,275,217 | \$5,320,115 | \$5,365,460 | \$5,411,257 | \$5,457,510 | \$5,504,224 | \$5,551,403 | \$5,599,052 | \$5,647,176 | \$5,695,779 | \$5,744,866 | \$5,794,442 | \$5,844,511 | \$5,895,080 | \$5,946,152 | \$148,830,910 |

| Shared Area | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|-----------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| State Shared Revenue | | | | | | | | | | | | | | | |
| Motor Vehicle Fuel Tax | \$18,509 | \$18,601 | \$18,694 | \$18,788 | \$18,882 | \$18,976 | \$19,071 | \$19,166 | \$19,262 | \$19,359 | \$38,717 | \$38,911 | \$39,105 | \$39,301 | \$39,497 |
| Multi-Modal Distribution | \$1,236 | \$1,242 | \$1,248 | \$1,254 | \$1,261 | \$1,267 | \$1,273 | \$1,280 | \$1,286 | \$1,293 | \$2,585 | \$2,598 | \$2,611 | \$2,624 | \$2,637 |
| Increased MVFT | \$1,079 | \$1,084 | \$1,090 | \$1,095 | \$1,101 | \$1,106 | \$1,112 | \$1,117 | \$1,123 | \$1,129 | \$2,257 | \$2,268 | \$2,280 | \$2,291 | \$2,303 |
| Liquor Profits | \$7,285 | \$7,322 | \$7,359 | \$7,395 | \$7,432 | \$7,469 | \$7,507 | \$7,544 | \$7,582 | \$7,620 | \$15,240 | \$15,316 | \$15,393 | \$15,470 | \$15,547 |
| Liquor Excise | \$5,220 | \$5,246 | \$5,272 | \$5,298 | \$5,325 | \$5,352 | \$5,378 | \$5,405 | \$5,432 | \$5,459 | \$10,919 | \$10,973 | \$11,028 | \$11,083 | \$11,139 |
| Criminal Justice Distribution | \$1,079 | \$1,084 | \$1,090 | \$1,095 | \$1,101 | \$1,106 | \$1,112 | \$1,117 | \$1,123 | \$1,129 | \$2,257 | \$2,268 | \$2,280 | \$2,291 | \$2,303 |
| Subtotal State Shared Revenue | \$34,408 | \$34,580 | \$34,753 | \$34,927 | \$35,101 | \$35,277 | \$35,453 | \$35,630 | \$35,808 | \$35,988 | \$71,975 | \$72,335 | \$72,697 | \$73,060 | \$73,425 |
| Property Tax Revenue | | | | | | | | | | | | | | | |
| School | \$593,325 | \$599,259 | \$605,251 | \$611,304 | \$617,417 | \$623,591 | \$629,827 | \$636,125 | \$642,486 | \$648,911 | \$1,310,801 | \$1,323,909 | \$1,337,148 | \$1,350,519 | \$1,364,024 |
| City | \$147,507 | \$148,982 | \$150,472 | \$151,977 | \$153,497 | \$155,032 | \$156,582 | \$158,148 | \$159,729 | \$161,327 | \$325,880 | \$329,138 | \$332,430 | \$335,754 | \$339,112 |
| Port District | \$19,585 | \$19,780 | \$19,978 | \$20,178 | \$20,380 | \$20,584 | \$20,789 | \$20,997 | \$21,207 | \$21,419 | \$43,267 | \$43,700 | \$44,137 | \$44,578 | \$45,024 |
| County | \$203,769 | \$205,807 | \$207,865 | \$209,943 | \$212,043 | \$214,163 | \$216,305 | \$218,468 | \$220,653 | \$222,859 | \$450,175 | \$454,677 | \$459,224 | \$463,816 | \$468,454 |
| State School Fund | \$504,688 | \$509,735 | \$514,832 | \$519,981 | \$525,180 | \$530,432 | \$535,736 | \$541,094 | \$546,505 | \$551,970 | \$1,114,979 | \$1,126,129 | \$1,137,390 | \$1,148,764 | \$1,160,252 |
| Sound Transit | \$32,209 | \$32,531 | \$32,856 | \$33,185 | \$33,517 | \$33,852 | \$34,191 | \$34,532 | \$34,878 | \$35,227 | \$71,158 | \$71,869 | \$72,588 | \$73,314 | \$74,047 |
| Flood | \$14,559 | \$14,705 | \$14,852 | \$15,001 | \$15,151 | \$15,302 | \$15,455 | \$15,610 | \$15,766 | \$15,923 | \$32,165 | \$32,487 | \$32,812 | \$33,140 | \$33,471 |
| EMS | \$43,305 | \$43,739 | \$44,176 | \$44,618 | \$45,064 | \$45,514 | \$45,970 | \$46,429 | \$46,894 | \$47,363 | \$95,672 | \$96,629 | \$97,595 | \$98,571 | \$99,557 |
| Library | \$58,396 | \$58,980 | \$59,570 | \$60,165 | \$60,767 | \$61,375 | \$61,988 | \$62,608 | \$63,234 | \$63,867 | \$129,011 | \$130,301 | \$131,604 | \$132,920 | \$134,249 |
| Fire | \$294,510 | \$297,455 | \$300,429 | \$303,434 | \$306,468 | \$309,533 | \$312,628 | \$315,754 | \$318,912 | \$322,101 | \$650,644 | \$657,150 | \$663,722 | \$670,359 | \$677,062 |
| Subtotal Property Tax Revenue | \$1,911,854 | \$1,930,972 | \$1,950,282 | \$1,969,785 | \$1,989,483 | \$2,009,377 | \$2,029,471 | \$2,049,766 | \$2,070,264 | \$2,090,966 | \$4,223,752 | \$4,265,989 | \$4,308,649 | \$4,351,736 | \$4,395,253 |
| Sales Tax Revenue | | | | | | | | | | | | | | | |
| Federal Way Sales Tax Revenue | \$147,869 | \$147,869 | \$147,869 | \$147,869 | \$147,869 | \$147,869 | \$147,869 | \$147,869 | \$147,869 | \$147,869 | \$45,701 | \$45,701 | \$45,701 | \$45,701 | \$45,701 |
| State & County Sales Tax Revenue | \$1,703,416 | \$1,703,416 | \$1,703,416 | \$1,703,416 | \$1,703,416 | \$1,703,416 | \$1,703,416 | \$1,703,416 | \$1,703,416 | \$1,703,416 | \$497,333 | \$497,333 | \$497,333 | \$497,333 | \$497,333 |
| Subtotal Sales Tax Revenue | \$1,851,285 | \$1,851,285 | \$1,851,285 | \$1,851,285 | \$1,851,285 | \$1,851,285 | \$1,851,285 | \$1,851,285 | \$1,851,285 | \$1,851,285 | \$543,034 | \$543,034 | \$543,034 | \$543,034 | \$543,034 |
| Subtotal Federal Way Revenue | \$329,784 | \$331,431 | \$333,094 | \$334,772 | \$336,467 | \$338,177 | \$339,904 | \$341,647 | \$343,407 | \$345,183 | \$443,555 | \$447,174 | \$450,827 | \$454,515 | \$458,238 |
| Subtotal Other Government Revenue | \$3,467,762 | \$3,485,406 | \$3,503,226 | \$3,521,224 | \$3,539,402 | \$3,557,762 | \$3,576,305 | \$3,595,034 | \$3,613,950 | \$3,633,056 | \$4,395,205 | \$4,434,184 | \$4,473,552 | \$4,513,314 | \$4,553,474 |
| Total Revenue | \$3,797,547 | \$3,816,837 | \$3,836,320 | \$3,855,996 | \$3,875,869 | \$3,895,939 | \$3,916,209 | \$3,936,681 | \$3,957,357 | \$3,978,239 | \$4,838,760 | \$4,881,358 | \$4,924,379 | \$4,967,829 | \$5,011,712 |

Shared Area

| | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | Total |
|-----------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|
| State Shared Revenue | | | | | | | | | | | | | | | | |
| Motor Vehicle Fuel Tax | \$39,695 | \$39,893 | \$40,093 | \$40,293 | \$40,495 | \$40,697 | \$40,901 | \$41,105 | \$41,311 | \$41,517 | \$41,725 | \$41,933 | \$42,143 | \$42,354 | \$42,566 | \$1,001,561 |
| Multi-Modal Distribution | \$2,650 | \$2,664 | \$2,677 | \$2,690 | \$2,704 | \$2,717 | \$2,731 | \$2,744 | \$2,758 | \$2,772 | \$2,786 | \$2,800 | \$2,814 | \$2,828 | \$2,842 | \$66,871 |
| Increased MVFT | \$2,314 | \$2,326 | \$2,337 | \$2,349 | \$2,361 | \$2,372 | \$2,384 | \$2,396 | \$2,408 | \$2,420 | \$2,432 | \$2,445 | \$2,457 | \$2,469 | \$2,481 | \$58,387 |
| Liquor Profits | \$15,625 | \$15,703 | \$15,781 | \$15,860 | \$15,940 | \$16,019 | \$16,099 | \$16,180 | \$16,261 | \$16,342 | \$16,424 | \$16,506 | \$16,588 | \$16,671 | \$16,755 | \$394,237 |
| Liquor Excise | \$11,194 | \$11,250 | \$11,307 | \$11,363 | \$11,420 | \$11,477 | \$11,535 | \$11,592 | \$11,650 | \$11,708 | \$11,767 | \$11,826 | \$11,885 | \$11,944 | \$12,004 | \$282,453 |
| Criminal Justice Distribution | \$2,314 | \$2,326 | \$2,337 | \$2,349 | \$2,361 | \$2,372 | \$2,384 | \$2,396 | \$2,408 | \$2,420 | \$2,432 | \$2,445 | \$2,457 | \$2,469 | \$2,481 | \$58,387 |
| Subtotal State Shared Revenue | \$73,792 | \$74,161 | \$74,532 | \$74,905 | \$75,279 | \$75,656 | \$76,034 | \$76,414 | \$76,796 | \$77,180 | \$77,566 | \$77,954 | \$78,344 | \$78,736 | \$79,129 | \$1,861,896 |
| Property Tax Revenue | | | | | | | | | | | | | | | | |
| School | \$1,377,665 | \$1,391,441 | \$1,405,356 | \$1,419,409 | \$1,433,603 | \$1,447,939 | \$1,462,419 | \$1,477,043 | \$1,491,813 | \$1,506,732 | \$1,521,799 | \$1,537,017 | \$1,552,387 | \$1,567,911 | \$1,583,590 | \$35,070,022 |
| City | \$342,503 | \$345,928 | \$349,387 | \$352,881 | \$356,410 | \$359,974 | \$363,574 | \$367,209 | \$370,881 | \$374,590 | \$378,336 | \$382,119 | \$385,941 | \$389,800 | \$393,698 | \$8,718,797 |
| Port District | \$45,474 | \$45,929 | \$46,388 | \$46,852 | \$47,321 | \$47,794 | \$48,272 | \$48,755 | \$49,242 | \$49,735 | \$50,232 | \$50,734 | \$51,242 | \$51,754 | \$52,272 | \$1,157,599 |
| County | \$473,139 | \$477,870 | \$482,649 | \$487,475 | \$492,350 | \$497,274 | \$502,246 | \$507,269 | \$512,342 | \$517,465 | \$522,640 | \$527,866 | \$533,145 | \$538,476 | \$543,861 | \$12,044,287 |
| State School Fund | \$1,171,854 | \$1,183,573 | \$1,195,408 | \$1,207,363 | \$1,219,436 | \$1,231,631 | \$1,243,947 | \$1,256,386 | \$1,268,950 | \$1,281,640 | \$1,294,456 | \$1,307,401 | \$1,320,475 | \$1,333,679 | \$1,347,016 | \$29,830,881 |
| Sound Transit | \$74,787 | \$75,535 | \$76,291 | \$77,054 | \$77,824 | \$78,602 | \$79,388 | \$80,182 | \$80,984 | \$81,794 | \$82,612 | \$83,438 | \$84,272 | \$85,115 | \$85,966 | \$1,903,799 |
| Flood | \$33,806 | \$34,144 | \$34,485 | \$34,830 | \$35,179 | \$35,530 | \$35,886 | \$36,245 | \$36,607 | \$36,973 | \$37,343 | \$37,716 | \$38,093 | \$38,474 | \$38,859 | \$860,568 |
| EMS | \$100,553 | \$101,558 | \$102,574 | \$103,599 | \$104,635 | \$105,682 | \$106,739 | \$107,806 | \$108,884 | \$109,973 | \$111,073 | \$112,183 | \$113,305 | \$114,438 | \$115,583 | \$2,559,681 |
| Library | \$135,592 | \$136,948 | \$138,317 | \$139,700 | \$141,097 | \$142,508 | \$143,933 | \$145,373 | \$146,826 | \$148,295 | \$149,778 | \$151,275 | \$152,788 | \$154,316 | \$155,859 | \$3,451,643 |
| Fire | \$683,833 | \$690,671 | \$697,578 | \$704,554 | \$711,599 | \$718,715 | \$725,903 | \$733,162 | \$740,493 | \$747,898 | \$755,377 | \$762,931 | \$770,560 | \$778,266 | \$786,048 | \$17,407,747 |
| Subtotal Property Tax Revenue | \$4,439,206 | \$4,483,598 | \$4,528,434 | \$4,573,718 | \$4,619,455 | \$4,665,650 | \$4,712,306 | \$4,759,429 | \$4,807,023 | \$4,855,094 | \$4,903,645 | \$4,952,681 | \$5,002,208 | \$5,052,230 | \$5,102,752 | \$113,005,026 |
| Sales Tax Revenue | | | | | | | | | | | | | | | | |
| Federal Way Sales Tax Revenue | \$45,701 | \$45,701 | \$45,701 | \$45,701 | \$45,701 | \$45,701 | \$45,701 | \$45,701 | \$45,701 | \$45,701 | \$45,701 | \$45,701 | \$45,701 | \$45,701 | \$45,701 | \$2,392,707 |
| State & County Sales Tax Revenue | \$497,333 | \$497,333 | \$497,333 | \$497,333 | \$497,333 | \$497,333 | \$497,333 | \$497,333 | \$497,333 | \$497,333 | \$497,333 | \$497,333 | \$497,333 | \$497,333 | \$497,333 | \$26,980,815 |
| Subtotal Sales Tax Revenue | \$543,034 | \$543,034 | \$543,034 | \$543,034 | \$543,034 | \$543,034 | \$543,034 | \$543,034 | \$543,034 | \$543,034 | \$543,034 | \$543,034 | \$543,034 | \$543,034 | \$543,034 | \$29,373,522 |
| Subtotal Federal Way Revenue | \$461,996 | \$465,790 | \$469,620 | \$473,487 | \$477,390 | \$481,331 | \$485,309 | \$489,324 | \$493,379 | \$497,471 | \$501,603 | \$505,774 | \$509,985 | \$514,236 | \$518,528 | \$12,973,401 |
| Subtotal Other Government Revenue | \$4,594,035 | \$4,635,002 | \$4,676,379 | \$4,718,170 | \$4,760,378 | \$4,803,008 | \$4,846,065 | \$4,889,553 | \$4,933,475 | \$4,977,836 | \$5,022,641 | \$5,067,894 | \$5,113,600 | \$5,159,763 | \$5,206,387 | \$131,267,043 |
| Total Revenue | \$5,056,032 | \$5,100,793 | \$5,145,999 | \$5,191,656 | \$5,237,768 | \$5,284,339 | \$5,331,374 | \$5,378,877 | \$5,426,853 | \$5,475,308 | \$5,524,244 | \$5,573,669 | \$5,623,585 | \$5,673,999 | \$5,724,915 | \$144,240,444 |

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| 1 | We recognize that Sound Transit is building new transit infrastructure to support sustainable growth in our region. In doing so, Sound Transit should not make a decision that will have a lasting negative impact. Environmental review by the way of NEPA and SEPA was implemented at the Federal and State levels to evaluate the impacts of government decisions in order to prevent them from causing unnecessary impacts to communities like those that the OMF-South will have in Federal Way. The 336th Street site will remove a church, a school, and a daycare that serve our community as well as residences and other businesses. The 344th Site will remove multiple churches, 20 residences, and a dozen businesses, including the GarageTown community that the DEIS presents as a single business but is in fact made up of over 60 unique owners and Ellenos Real Greek Yogurt, which recently invested millions of dollars in improvements to their regional and growing business. The Midway Landfill would displace significantly fewer businesses and employees, no residents, and no civic institutions. | Please see the response to Common Comment 4 in Table L.1-1, Response to Common Comments, in the Final EIS. |
| 2 | The DEIS presents a clear preferred alternative when the impacts are considered and it is the Midway Landfill. In accordance with NEPA and SEPA, cost is not an Environmental Impact, however the prepared DEIS clearly shows that Sound Transit has elected to include costs within the decision matrix. In considering the overall impacts and a robust environmental review process, cost cannot be a factor in your decision, the impacts to the Federal Way sites are significant and will be far too detrimental to our community. | In addition to considering the potential impacts of the alternatives to the natural and built environment, the Sound Transit Board considered other factors, including cost, schedule, and input from Tribes, agencies, and the public in identifying the Preferred Alternative for the project. While cost is not an element of the environment, it is an important factor in determining whether an alternative is reasonable and feasible and should be considered through the NEPA/SEPA EIS process. |
| 3 | The DEIS inaccurately assumes the City of Federal Way will approve vacating public roads, that City staff will modify our Development Standards to permit this development that would not be approved of other public or private developers, or that adequate mitigation to these items could be found. We strongly object to Sound Transit's finding of regulatory certainty on behalf of the Federal Way sites by unilaterally assuming City approval. Additionally, Sound Transit does not have adequate authority to commit to the City of Federal Way to a future legislative act in vacation of opened and utilized public right of way. | Sound Transit recognizes that the city of Federal Way has regulatory authority over the development of OMF South, as legislative approval would be needed to vacate 20th Avenue S and for deviations from the maximum block standards. Sound Transit acknowledges that the outcome is not assured. Section 3.4, Land Use, of the 2023 Draft EIS and this Final EIS states this more directly. |

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| 4 | <p>The City and Sound Transit have a shared interest in the success of the light rail system and have enjoyed a successful partnership on the Federal Way Link Extension to date. We have seen and heard from Sound Transit a willingness to look to the future and make the decisions that are in the best interest for the future of this region. In this spirit, we ask that the Sound Transit Board remove the two Federal Way locations and select the Midway Landfill as the preferred alternative and the site of the new OMF-South.</p> | <p>The Final EIS continues to evaluate all three build alternatives: South 336th Street (Preferred Alternative), South 344th Street, and Midway Landfill. The Sound Transit Board will select the project to be built after publication of the Final EIS.</p> |
| 5 | <p><u>Construction Cost and Schedule</u></p> <p>The DEIS prominently presents cost and construction schedule information in the executive summary, body of the DEIS, and in presentations to the public on the same level as displacements, ecological impacts, and other environmental impacts. Cost to the developer is not a factor of consideration in SEPA reviews or an applicable environmental element in the WAC that has to be considered. The DEIS does not clearly identify the basis for consideration of construction costs so City staff is unable to provide comment beyond that it is not an environmental impact and should not be considered in the EIS. By putting forth these three alternatives in the DEIS, Sound Transit has identified them as reasonable alternatives and should consider them against their environmental impacts alone.</p> <p>If Sound Transit determines inclusion of costs is appropriate and should remain part of the EIS, then the discussion must be comprehensive for all three alternatives. High-level construction cost information was included for the Midway Landfill, but not for the other alternatives. Comparable evaluation of the relocation, property acquisition, and environmental mitigation would be necessary to understand how cost factors into the analysis being performed in the EIS. If such an analysis is not complete, then it should be noted why not further study is required and the actual costs should be removed and discussed at a summarized, conceptual level only.</p> | <p>The opinion of probable cost and annual operating cost estimates for all three OMF South build alternatives are described in the Executive Summary and Section 2.5, Funding and Opinion of Probable Cost in the Final EIS. The opinion of probable cost includes construction and demolition (including environmental mitigation); property acquisition and relocation assistance; design, permitting, and program management; and allowances for construction contingencies.</p> <p>Estimates for annual operating costs include long-term expenses to maintain the facility, as well as operating costs associated with trains deploying from and returning to the OMF each day. Additionally, annual mainline maintenance expenses for the South 336th Street and South 344th Street alternatives would apply until TDLE is completed.</p> <p>The estimates are presented as ranges to reflect the conceptual nature of the project design at this phase of development, and the same cost estimating methodology was used for all three sites to allow comparison between alternatives.</p> |
| 6 | <p>Other questions left unanswered with regards to cost include:</p> <ul style="list-style-type: none"> Is Sound Transit limiting their ability to seek Federal assistance by building the mainline as part of a project not subject to NEPA? | <p>Please see the response to Common Comment 5 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> |

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| 7 | <ul style="list-style-type: none"> Why is the additional maintenance cost for the Midway site not addressed? | The additional annual operations and maintenance costs for the Midway Landfill were discussed in the Executive Summary and Section 2.6 of the 2021 Draft EIS, which is now Section 2.5, Funding and Opinion of Probable Cost, in the Final EIS. Annual maintenance costs for the Midway Landfill Alternative include expenses to address potential risks posed by settlement and methane gas over the lifespan of the facility as well as higher operating costs for the trains to deploy each morning before passenger service begins and to return to the OMF each night after passenger service has shut down. |
| 8 | <ul style="list-style-type: none"> What is the estimated cost of the mainline construction? Alteration to the BPA Power Lines? | Estimated capital costs for mainline design and construction were reported in Table 2.6-1 of the 2021 Draft EIS. This information has been updated in Section 2.5, Funding and Opinion of Probable Cost, in the Final EIS. Depending on the design option, the estimate ranges from \$338 million to \$695 million. The relocation and alternation of the BPA power lines has a comparative cost estimate of approximately \$8 million. |
| 9 | <ul style="list-style-type: none"> Why does the Midway Landfill Site consider additional costs for settlement even on the option to completely remove the waste from the site? | The Midway Landfill site assumes the risk of additional settlement because, even after completely removing the landfill waste, the excavation must be replaced with new soil up to 80 feet deep. Complete compaction is difficult to achieve with that volume of fill. A considerable amount of time to achieve consolidation would be needed, adding to project schedule and cost. |
| 10 | <ul style="list-style-type: none"> The operating cost difference is not addressed in the DEIS, what is the reason for this difference? | The increased operating cost for the Midway Landfill Alternative is due to potentially greater maintenance concerns and higher train deployment operations costs, as described in Comment ID 7. |
| 11 | As with the discussion on costs, schedule is not a typical environmental element. With no basis for inclusion provided, all discussion about construction schedule should be removed from the DEIS or considered comprehensively for all three site alternatives. As discussed under the City's comments on transportation impacts, both Federal Way alternatives require improved public rights-of-way to be vacated. The vacation process is expected to take 18-24 months and is a Council legislative action. This will add significantly to the timeline. | Section 2.3.4, Construction Methods, Sequence, and Activities, in the 2023 Draft EIS and this Final EIS discusses the anticipated construction schedule for all three OMF South alternatives in addition to the three construction design options for the Midway Landfill Alternative. The overall project schedule accounts for completion of the EIS process, development of final design, property acquisition, and permitting, including local development permits and approvals, such as street vacations. |
| 12 | <p><i>Page 2-24</i></p> <ul style="list-style-type: none"> Work hour variance approvals will be required for the construction schedule presented to be allowed in Federal Way. | Permits and approvals for construction will be coordinated during the final design phase. |

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| 13 | <p>Page 2-29</p> <ul style="list-style-type: none"> Section 2.6 just covers cost estimates. Where is a discussion on funding on this section? | <p>The purpose of the EIS process is to identify the potential impacts to the natural and built environment. The cost estimates were included for comparison purposes. A detailed cost breakdown or discussion of funding sources is not included in the Final EIS.</p> <p>The OMF South project is currently planned to be funded through the Sound Transit 3 program and federal funding. Please see Common Comment 5 in Table L.1-1, Response to Common Comments, in the Final EIS for more information of federal funding sources.</p> |
| 14 | <p>Page 2-31</p> <ul style="list-style-type: none"> Do these dates consider Sound Transit's realignment effort? Based on the outlined schedule, 2024 is not a realistic start of construction with required ROW vacations. Table 2.7-1 does not present a feasible schedule including the Right of Way vacation process for FW. Sound Transit needs to review that and incorporate into schedule. Right-of-way vacation would need to start approximately early Summer of 2021 for the proposed schedule to be accomplished. The requirements, mitigation and processes for Right of Way vacation are not identified or included within the DEIS. | <p>Dates in the 2021 Draft EIS do not reflect the realignment effort. The 2021 Draft EIS was published before the Sound Transit Board approved project realignment priorities in August 2021. The dates in the 2023 Draft EIS and this Final EIS account for realignment. The overall project schedule includes completion of the EIS process, development of final design, property acquisition, and permitting, including for local development permits and approvals, such as street vacations.</p> <p>Section 3.4.2, Consistency with Regional and Local Comprehensive Plans and Zoning, in the 2023 Draft EIS and this Final EIS references Federal Way Revised Code Chapter 4.20 for the requirements, mitigation, and processes for street vacations.</p> |
| 15 | <p><u>Transportation Impacts</u></p> <p>Both site alternatives in Federal Way, 336th St and 344th St., remove improved public rights-of-way and a north-south road connection. 341st Pl., 344th St., and 20th Ave. S., are all identified in the Federal Way Comprehensive Plan as minor collectors (refer to Map III-3). Additionally, they are each a bicycle route identified in Map III-16. The DEIS indicates the shared markings are an unfunded project when the project is currently out to bid. Additionally, the trip distribution model presented does not redistribute trips from the roads proposed for vacation.</p> | <p>Section 3.2, Transportation, of the 2023 Draft EIS was updated to note current and constructed bicycle and pedestrian facilities. Traffic forecasts and distribution were completed using a conservative method to determine what impacts might occur at the OMF South site alternatives. The project team has refined the forecasts to account for street vacations, updated staffing levels for OMF South, and included realignments of the OMF access locations. These updates are reflected in this Final EIS.</p> |
| 16 | <p>The following comments relate to Section 3.2 of the DEIS:</p> <p>Page 3.2-5</p> <ul style="list-style-type: none"> Level of Service is not the basis for defining impacts associated with right-of-way vacations. Refer to FWRC Chapter 4.20. | <p>Sound Transit would pursue the vacation of right-of-way in accordance with City of Federal Way Revised Code Chapter 4.20, Vacation of Streets. Please see Section 3.4, Land Use, in the 2023 Draft EIS and this Final EIS.</p> |
| 17 | <p>Page 3.2-7</p> <ul style="list-style-type: none"> While Section 3.2.1.4 may be correct that the Midway Landfill is primarily served by routes on Hwy 99, the Federal Way sites include Pierce Transit routes split between 336th St., Hwy 99, and 16th Ave S. King County only has a commuter route on Hwy 99. | <p>The 2023 Draft EIS was updated to include locations of transit bus stops on S 336th Street and 16th Avenue S. Figure G1.3-15 in Appendix G1, Transportation Technical Report, shows the bus routes in the transportation study area associated with the Federal Way sites. These updates are reflected in this Final EIS.</p> |

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| 18 | <p><i>Page 3.2-11</i></p> <ul style="list-style-type: none"> Regarding Section 3.2.1.6, the City is in the process of updating on-street parking restrictions in the area and the rule will be in effect this summer. | <p>The 2023 Draft EIS and the Final EIS describe the parking requirements currently in place in the study areas. Please see Section 3.2, Transportation, in the Final EIS and Section 3.6, Parking, in Appendix G1, Transportation Technical Report.</p> |
| 19 | <ul style="list-style-type: none"> Regarding Section 3.2.1.7, the number of collisions is only one part of the safety measures the City uses and is meaningless by itself. For intersections, the City uses collision rate (collisions per million entering vehicles); societal cost; and severity rate (societal cost per million entering vehicles). The DEIS should use these measurements as they are more useful to determining whether mitigation is needed and will ultimately be required as part of Concurrency permitting of the sites. | <p>Section 3.2, Transportation, of the 2023 Draft EIS and this Final EIS include an analysis of crash data that use the city of Federal Way's approved methodology for determining collision rates.</p> <p>Each OMF South alternative was analyzed using the same type of data and methodology to allow for an equal comparison among alternatives. Therefore, the societal cost of collisions per million entering vehicles (MEV) was not included in the analysis. The analysis assesses accidents currently occurring within the project limits for each alternative in terms of type, cause, and as described in the transportation section of the Environmental Methodology Report (2019) reviewed by the city of Federal Way and other members of the Interagency Group.</p> |
| 20 | <p><i>Page 3.2-14</i></p> <ul style="list-style-type: none"> Verify that Pierce Transit will continue their service long-term. They have stated they intend to truncate their lines at the South Federal Way Station when TDLE opens. | <p>The 2023 Draft EIS and this Final EIS describe the transit routes that are anticipated to serve the study areas. Please see Section 3.2, Transportation, of the Final EIS and Section 3.4, Transit, in Appendix G1, Transportation Technical Report.</p> |
| 21 | <ul style="list-style-type: none"> Installation of shared marking lines for bicycles is currently out to bid. | <p>The 2023 Draft EIS and the Final EIS describe the current and planned bicycle and pedestrian facilities, including those developed since the 2021 Draft EIS was published. Please see Section 3.2, Transportation, of the Final EIS and Section 3.5, Nonmotorized Facilities, in Appendix G1, Transportation Technical Report.</p> |
| 22 | <p><i>Page 3.2-15</i></p> <ul style="list-style-type: none"> Why not use a travel demand model for more realistic trip assignment, especially when roadway closures would redistribute trips? | <p>The transportation analysis used the PSRC Regional Travel Demand Model, which is not validated at the local level. The trip assignment was developed manually based on local changes to roadways and access, consistent with the Transportation Technical Analysis Methodology, which was reviewed by the city of Federal Way.</p> |
| 23 | <p><i>Page 3.2-23, Table 3.2-8</i></p> <ul style="list-style-type: none"> Standard v/c is 1.0 at unsignalized intersections in Federal Way. V/c needs to be reported for all intersections in Federal Way | <p>Tables 3.2-6 through 3.2-9 of the 2023 Draft EIS and this Final EIS show a v/c standard of 1.0 at unsignalized intersections in Federal Way. The v/c standard is shown for all Federal Way intersections that were studied.</p> |
| 24 | <p><i>Page 3.2-39</i></p> <ul style="list-style-type: none"> The City can provide actual traffic counts upon request and Table 3.2-17 as well as other sections of the report can be updated to provide more accurate information. AADT is not typically presented as a range. | <p>Sound Transit requested additional AADT data from Federal Way. The partial data provided was not applicable to the analysis.</p> |

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| 25 | <p><i>Page 3.2-41</i></p> <ul style="list-style-type: none"> All signage is required to be reflective regardless, so providing it is not a mitigation measure. | The referenced text was drawn from the list of avoidance and minimization measures that could be used; it was not listed as a unique mitigation measure. The avoidance and minimization measures include actions that are considered best management practices and also actions that are required by code. |
| 26 | <p><i>Page 3.2-42</i></p> <ul style="list-style-type: none"> Section 3.2.3 is incorrect for Federal Way sites as the facility has long-term planning and operational impacts by not providing a road network consistent with City Development Standards and removing existing roads incorporated into the Comprehensive Plan. | Sound Transit has revised the South 336th Street Alternative design to extend 18th Place South between S 340th Street and S 336th Street to replace 20th Avenue S. There would be no replacement for 20th Avenue S under the South 344th Street Alternative. Even so, the removal of 20th Avenue S is not anticipated to result in long-term operational impacts to freight, transit, nonmotorized transportation, parking, or safety. |
| 27 | <p>Alternative Methodology – Transportation</p> <p>The trip distribution modeling needs to address the redistribution of existing trips based on the proposed conditions. Further analysis and appropriate mitigation is required as part of any request for a right of way vacation under Federal Way code.</p> | The traffic operations analysis in Section 3.2, Transportation, and Appendix G1, Transportation Technical Report, of the 2023 Draft EIS and this Final EIS accounts for roadway closures and redistribution of trips, as requested by this comment. If the Board selects to build the Preferred Alternative or the S 344th Street Alternative, Sound Transit would pursue vacation of right-of-way in accordance with city of Federal Way code requirements. Please see Section 3.4, Land Use, in the Final EIS. |
| 28 | <p>Mitigation - Transportation</p> <p>No mitigation for the loss of the roads or alternate travel routes is identified nor do the conceptual designs meet Federal Way Development Standards for vehicular block perimeter. The City of Federal Way requires the project mitigate all public roadways being vacated by incorporating roadways of identical functionality for vehicles, pedestrians, and bicycles in a manner that complies with the City's block perimeter requirements and Comprehensive Plan.</p> | Sound Transit has revised the design for the South 336th Street Alternative, which has been identified as the Preferred Alternative, to include construction of an 18th Place S extension between S 336th Street and S 340th Street. Sound Transit would continue to coordinate with the city of Federal Way to comply with Federal Way Revised Code Chapter 4.20, Vacation of Streets. If the Board were to select the South 344th Street Alternative as the project to be built, Sound Transit would work with Federal Way to address the street vacation concerns for that alternative. |
| 29 | <p>Public Safety</p> <p>The DEIS correctly states that the City of Federal Way has expressed concerns over the potential effects on response times from either the 336th St. or 344th St. alternatives. 20th Ave. functions as a bypass road for Pacific Highway and 16th Ave. that provides an alternative north-south route for officers who may be responding from anywhere in the City. Section 3.14 states that "it is not possible to accurately determine how the road closure would affect their response time." While then concluding that "the closure [of 20th Avenue] would likely have very little impact on their response time to the area".</p> <p>We disagree that this impact to response times is insignificant. Given that this issue was identified prior to the publication of the DEIS and no mitigation is provided, there must be an analysis to justify the findings in the EIS.</p> | <p>Section 3.14, Public Services, of the 2023 Draft EIS and this Final EIS includes an analysis of the changes to response times for emergency vehicles if the South 344th Street Alternative is selected as the project to be built and 20th Avenue S is vacated. The analysis found that emergency response would be minimally affected by the closure of 20th Avenue S.</p> <p>After the 2021 Draft EIS, Sound Transit revised the design of the Preferred Alternative to include an extension of 18th Place S to replace the function of 20th Avenue S. It is expected that emergency vehicles would use the 18th Place S extension to access properties to the south of the alternative and there would be no need for emergency services to change their operations to facilitate the realignment. Therefore, there would be no adverse effects on travel or response times for public service vehicles, including fire, emergency medical, and police.</p> |

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| 30 | <p><u>Mitigation – Public Safety</u></p> <p>Incorporate a replacement north-south connection parallel to 16th Ave and Pacific Highway for emergency vehicle response. This mitigation overlaps with the requested mitigation for the impacts to the city road network.</p> | After the 2021 Draft EIS, Sound Transit updated the Preferred Alternative design to include an extension of 18th Place S to replace the function of 20th Avenue S. Please see Section 2.2.8, Design Updates, in the 2023 Draft EIS and this Final EIS for a description. |
| 31 | <p><u>Economic and Fiscal Impacts</u></p> <p>The following comments relate to Section 3.5:</p> <ul style="list-style-type: none"> Sound Transit should provide actual counts for employee displacements rather than estimates. | Please see response to Common Comment 1 in Table L.1-1, Response to Common Comments, in the Final EIS |
| 32 | <ul style="list-style-type: none"> Property taxes as a snapshot in time should easily be calculable as they are published every tax year by the King County Assessor's Office. | Table 3.5-4, General Fund Revenues for the cities of Kent and Federal Way, in the 2023 Draft EIS and this Final EIS lists property tax revenues for both cities. The numbers were drawn from each city's adopted 2020 budget. |
| 33 | <ul style="list-style-type: none"> The DEIS does not consider the opportunity cost difference between the three sites. As a landfill and Superfund site, the Midway site will likely have a low opportunity cost. City staff contracted with the FCS Group to assess the opportunity cost of the Federal Way's sites. The findings include that the 344th St. and 336th St. sites have 31.4 and 21 acres of vacant or developable land respectively based on King County buildable lands guidance. As the OMF-South will represent a permanent change of land use to public/institutional, the diminished capacity for population and employment growth for the region that change in use represents needs to be considered. | <p>SEPA and NEPA do not require analysis of economic opportunity costs of land use decisions but rather an evaluation of environmental and economic impacts on existing and reasonably foreseeable future land uses for each built alternative.</p> <p>Section 3.4, Land Use, of the 2023 Draft EIS and this Final EIS describes the current zoning and the amount of land converted to a transportation use. It states that this land would no longer be available for other development.</p> |
| 34 | <p><i>Table 3.5-8, Table 3.5-5</i></p> <ul style="list-style-type: none"> The City had the FCS Group review potential employment. Their review found general concurrence with the baseline for the estimated employees directly displaced, but found the impact of those jobs lost would cause a significant number of additional jobs to be lost in the area. In total, the OMF-South will result in \$30-50 million in lost economic output depending on what site is chosen. | The Final EIS does not estimate these secondary effects of economic loss because 1) while jobs would be displaced by site acquisition, it is premature to assume that these jobs would be losses to the city much less to region as whole (i.e., firms can relocate or consumers can adjust their spending to other substitutes); and, 2) subsequently, applying a regional multiplier to these jobs displacements is not supported by any analysis that these jobs would in fact be lost to the region or whether these indirect/induced jobs were even in the city to begin with. |
| 35 | <ul style="list-style-type: none"> We understand the information presented to be based on the conceptual 10% OMF-South plans. However, the DEIS needs to acknowledge that any change to the design that expands the footprint will not be inconsequential. Environmental mitigation, additional transportation improvements, and stormwater management are all risks to the footprint expanding. The immediate area surrounding either Federal Way site alternative supports over 300 additional jobs. | As described in Chapter 2, Alternatives Considered, of the 2023 Draft EIS and this Final EIS, the Preferred Alternative (South 336th Street) footprint has been expanded to include additional parcels. The discussion of impacts has been updated to address these changes. Any further revisions to the site layout after publication of the Final EIS would be evaluated to determine whether additional environmental review would be necessary. |

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| 36 | <p><i>Page 3.5-9</i></p> <ul style="list-style-type: none"> Reference to fiscal impacts as small is a matter of opinion. The DEIS language should be neutral. Clarify whether the proportion of assessed valuation is based on assessed valuation or taxable valuation. As all land and buildings typically have an assessed valuation if they are tax exempt, such as government buildings or developments receiving special tax exemptions. Taxable valuation is more relevant to assessing economic and fiscal impacts. | <p>The referenced analysis was based on the taxable value listed in Table 3.5-6, Total Taxable Assessed Valuation by Alternative, in the 2021 Draft EIS. While it is true that taxable value is important from a taxpayer perspective, due to the budget-based property tax system in Washington, it is unlikely that the taxable value issue would have an immediate impact on property tax revenues. The city's ability to levy its legislative maximum authority would be unchanged based on losses to either its total or taxable assessed valuation base.</p> |
| 37 | <p>Alternative Methodology - Economics</p> <ul style="list-style-type: none"> Provide an accurate count for the purposes of employment displacement. | <p>Please see response to Common Comment 1 in Table 5.5-1, Response to Common Comments, in the Final EIS.</p> |
| 38 | <ul style="list-style-type: none"> Consider indirect and induced job loss, as well as economic output loss. | <p>Section 3.5, Economics, of the 2023 Draft EIS and this Final EIS lists estimated business and employee displacements for each alternative. Some displaced businesses may choose to relocate in the same area, while others may not. Since the relocation decisions are determined by individual business owners, the Final EIS does not calculate a net job gain/loss. The number of displaced employees is based on the business building size (King County Department of Assessment data) and the type of business activity using square-foot-per-employee factors from the U.S. Department of Energy and the Institute for Transportation Engineers and not on an actual survey of businesses.</p> |
| 39 | <ul style="list-style-type: none"> Address the level of risk and the potential consequences to the OMF-South footprint expanding as design progresses. Further plan development beyond 10% may be required to provide this information and an accurate comparison with the three sites. | <p>As described in Chapter 2, Alternatives Considered, of the 2023 Draft EIS and this Final EIS, after publication of the 2021 Draft EIS, the footprint of the Preferred Alternative (South 336th Street) was expanded to include additional parcels. The discussion of impacts was updated to address these changes.</p> |
| 40 | <ul style="list-style-type: none"> Evaluate and assess the impact to growth capacity and the economic opportunity costs for the three alternative sites. | <p>Section 3.5, Economics, of the Final EIS does not evaluate potential opportunity costs. However, the section does state that the conversion of commercial land to a transportation use would make it unavailable for other uses. See also Section 3.4, Land Use. The net economic effect of these changes can be uncertain given the relocation decisions of displaced businesses as well as market factors influencing development in the city. SEPA and NEPA do not require analysis of economic opportunity costs of land use decisions but rather an evaluation of environmental and economic impacts on existing and reasonably foreseeable future land uses for each built alternative.</p> |

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| 41 | The City has evaluated the 344th St. and 336th St. sites and found the potential impacts to tax revenue to be even greater than estimated impacts based on current development. Industrial vacancy rate in the City is approximately 0.5% and the lost employment opportunities represent a 50% to 100% increase in direct employment effects. | This comment references a city-prepared analysis that contemplates the “opportunity costs” of siting OMF South in Federal Way. The analysis frames the opportunity cost as those exacted on the city from 1) the displacement of existing businesses and 2) the forgone value of future redevelopment of vacant and underutilized parcels in terms of employment and taxes. The Final EIS addresses displacement of existing businesses by estimating the amount of employment loss from business displacement. Additionally, it identifies the amount of land that would be converted to transportation use. The Final EIS does not estimate potential losses stemming from a future development scenario where those lands are developed as uses and capacities consistent with the underlying zoning, because scenarios that might be entertained on those affected parcels would involve a high degree of speculation, particularly in terms of scale and timing of development. |
| 42 | <p><u>Land Use Impacts</u></p> <p><i>The following comments relate to Section 3.4:</i></p> <p><i>Page 3.4-20</i></p> <p>An essential public facility (EPF) is allowed in all zones consistent with State Law and pursuant to FWRC 19.105.020. The design has not progressed to a point for specific mitigation to be discussed, but at a minimum land use compatibility measures consistent with Federal Way Revised Code is required. The project is also expected to comply with community design guidelines under FWRC 19.115.</p> | <p>As stated in Section 3.4, Land Use, of the 2023 Draft EIS and this Final EIS, OMF South is generally consistent with the city of Federal Way Comprehensive Plan as well as the intent of the zones that it would occupy within the footprints of the Preferred and South 344th Street alternatives.</p> <p>Sound Transit acknowledges that light rail transit facility uses are explicitly recognized only in the portion of the site zoned Commercial Enterprise (CE). Where the use is not explicitly recognized, Sound Transit would continue to meet zoning code and intent to the extent practicable during the land use approval process.</p> |
| 43 | <p><i>Page F2-10</i></p> <ul style="list-style-type: none"> Table F2-4 is incomplete without acknowledging that OMF-South is considered an EPF and will be reviewed under FWRC 19.105.020. | Table H2-3 in Appendix H-2, Land Use Technical Appendix, of the 2023 Draft EIS and this Final EIS include this information. |
| 44 | <p><i>Page F2-13</i></p> <ul style="list-style-type: none"> The information presented in Appendix C is not sufficient to justify the finding that the response to LUP14 is accurate or feasible. With regards to the comment on LUP23, how is a finding that alternative facilities could be developed consistent with the lack of provision of alternative facilities in the conceptual designs presented in Appendix C? One of the alternative stretches from I-5 to 16th Ave. which eliminates the possibility for an alternative facility. | See Section 2.3, Project Alternatives, of the Final EIS for the description of the Preferred Alternative, which reflects design updates made since the 2021 SEPA Draft EIS. The design now includes a replacement of 20th Avenue S by extending 18th Place S between S 336th Street and S 340th Street. The design allows for bicycle use, which would meet the city's intent to provide bicycles lanes on 20th Avenue S. Appendix H2, Land Use Technical Appendix, has also been updated. |
| 45 | <p><i>Page F2-14</i></p> <ul style="list-style-type: none"> Comprehensive Plan policies need to be considered in totality. The proposal does not seem consistent with LUP35 or LUP38. | Table H2-5 in Appendix H2, Land Use Technical Appendix, of the 2023 Draft EIS and this Final EIS includes discussion of Land Use Policies 35 and 38. |

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| 46 | <ul style="list-style-type: none"> With regards to the finding on LUP47, the Neighborhood Business (NB) zone is not proximal to the light rail system. | The reference to LUP47 in Table H2-5 was not included in the 2023 Draft EIS or this Final EIS because it is not relevant to the OMF South project. |
| 47 | <ul style="list-style-type: none"> With regards to the finding of LUP59, this sentence doesn't make sense as this policy states that the City development code will have a process for reviewing EPFs as per State law. The policy is not for de facto EPF approval nor is approval of an EPF implementation of this policy. | Table H2-5 of Appendix H-2, Land Use Technical Appendix, was revised in the 2023 Draft EIS and again for this Final EIS to include only what is directly applicable to the proposed project. While true that the OMF is considered an EPF, Sound Transit acknowledges that LUP 59 states that the city is responsible for developing code processes for siting EPFs; LUP 59 does not state that EPFs are automatically approved. |
| 48 | <p>Additional Information – Land Use</p> <p>Describe the proposal in enough detail to affirm that adequate room exists for appropriate compatibility between land uses. Deference to complying with code is identified, but a specific landscape buffer and planting schematic is not. The EIS needs to verify that adequate room exists on the site for this buffering after considering construction of lead tracks, securing needs, and guideway clear zone requirements. The conceptual plans are not detail enough for us to concur that mitigation is feasible.</p> | The 2021 Draft EIS analyzed the three build alternatives at a conceptual design level of 10 percent. Sound Transit continues to work with Federal Way to address land use compatibility. The 2023 Draft EIS and this Final EIS include a description of the Preferred Alternative in more detail, including widths of landscape buffers and frontage improvements. See Section 2.3, Project Alternatives, of the Final EIS for the description of the Preferred Alternative. Sound Transit would continue to work with the city to comply with code requirements if the Sound Transit Board selects to build the Preferred or South 344th Street alternative. |
| 49 | <p>Mitigation - Land Use</p> <p>EPFs are required to provide mitigation based on the level of impact which will be reviewed as the project develops and information is refined. However, it is noted that FWRC 19.25 requires a 25-foot Type 1 landscaping buffer between industrial uses and residential zoning districts. That provides a baseline as to the level of screening that will be expected for at least a portion of the 336th and 344th St. alternatives. The impact of the guideway clear zone on the ability to meet the planting performance standards must be considered.</p> | Sound Transit is continuing to work with the city of Federal Way to address land use compatibility, including the inclusion of landscape buffers, as the project design progresses for the Preferred Alternative. |
| 50 | <p>Environmental and Water Resources</p> <p>The DEIS notes that Sound Transit will develop plans to mitigate "the effects of the project on wetlands, streams, and regulatory buffers on a watershed basis." The work is noted as being planned to be done in accordance with Federal, State, and local requirements as well as through consultation with tribal biologists. Similarly, water resources are noted as providing of mitigation through compliance with applicable stormwater permitting requirements. Such a broad statement for purposes of mitigation is hard to refute and we encourage Sound Transit to thoroughly evaluate the feasibility of the path forward for Federal Way sites.</p> | Work is currently underway to identify potential mitigation sites within the watershed and within the city of Federal Way to mitigate the project effects on wetlands, streams, and buffers. Should one of the Federal Way sites be selected by the Sound Transit Board as the project to be built, a comprehensive mitigation plan would be developed for review and approval. |

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| 51 | <p>The following comments apply to Section 3.10:</p> <ul style="list-style-type: none"> Has the potential need for large, woody debris as part of the stream restoration been evaluated? This could add to any potential flooding complications. | <p>Sound Transit would design and implement mitigation for impacts to aquatic resources to ensure compliance with regulations and permit conditions with local, state, federal, and Tribal authorities. The details of mitigation, including placement of large woody material, if required, would be developed during the permitting process and in coordination with Tribes and agencies with regulatory authority. Sound Transit would also perform hydraulic analyses, including evaluations of potential flood risks, to support permitting reviews. Large woody debris placement is commonly required by state agencies and Tribes for stream restoration proposals to provide in-stream habitats.</p> |
| 52 | <ul style="list-style-type: none"> Loss of fish habitat and associated identifiable mitigation is not included. | <p>Section 3.10 and Appendix G3, Ecosystem Resources, includes a detailed discussion of potential impacts and mitigation measures to Aquatic Resources.</p> |
| 53 | <p><i>Page 3.10-6</i></p> <ul style="list-style-type: none"> This section notes that the West Fork Hylebos Creek Tributary is subject to flooding issues while also noting the plan is to regrade the area constricting the wetland and possibly the stream bed. There doesn't appear to have been adequate hydraulics analysis to assess the feasibility of this work as presented in Appendix C. It is not clear how City Code will be met as part of regrading and realigning a stream channel. | <p>As the project design advances, Sound Transit will perform detailed hydraulic analyses and ensure compliance with regulations and permit conditions with local, state, federal, and Tribal authorities.</p> |
| 54 | <p><i>Page 3.10-11</i></p> <ul style="list-style-type: none"> The S 344th St. site indicates there is a 60-foot culvert in the current designs to accommodate an emergency access road. Under FWRC 19.145 it will be very challenging to meet the requirements to build a new culvert for a stream. Alternative designs must be provided to show there is no other option and convenience is not a justification. The design needs to be updated to remove the culvert. | <p>Section 3.10, Ecosystem Resources, of the 2023 Draft EIS and this Final EIS states that the need for a new culvert at this location is yet to be determined. If the South 344th Street Alternative is selected as the project to be built, Sound Transit would evaluate the site closely to design an emergency access road that could be built without a culvert. If a feasible alternative cannot be found, any new stream crossing structure would be designed and built in compliance with the requirements of local, state, and federal regulations.</p> |
| 55 | <p><i>The following comments applies to Appendix G3 and is from pages G3-8 and G3-9:</i></p> <ul style="list-style-type: none"> The Executive Proposed Basin Plan Hylebos Creek and Lower Puget Sound (King County 1991) should be a data source considered. | <p>Appendix G3, Ecosystem Resources Technical Report, was updated for the 2023 Draft EIS to include pertinent information from the Executive Proposed Hylebos Creek and Lower Puget Sound Basin Plan. These updates are reflected in the Final EIS.</p> |
| 56 | <p><i>The following comment applies to Section 3.11 and is from page 3.11-14:</i></p> <ul style="list-style-type: none"> Shouldn't the relocation of the existing WSDOT stormwater facility be part of the environmental analysis? No location is identified and it is a result of the proposed project. | <p>The OMF South project would meet stormwater requirements identified as part of the environmental analysis discussed in Section 3.11, Water Resources, in the 2023 Draft EIS and this Final EIS. Sound Transit and WSDOT are coordinating efforts to avoid or minimize impacts to the WSDOT stormwater facility.</p> |

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| 57 | <p>Noise and Visual Impacts</p> <p>The assessment of visual impacts by the Federal Way site alternatives, which both impact 336th at I-5, did not adequately address the presence of the historic Weyerhaeuser Campus immediately east. 336th St. and 344th St. site visual impacts need to be considered from former Weyerhaeuser property along 336th; this would likely change its level of visual impact from medium to medium-high or high.</p> | <p>After reviewing the Weyerhaeuser Headquarters Historic Property Inventory form in the Washington Information System for Architectural and Archaeological Records Data (WISAARD) it does not appear that the OMF South facility or tracks would be prominently visible from the Weyerhaeuser Headquarters building. The orientation of the Weyerhaeuser Headquarters Building, the trees on the campus, and the berm along I-5 would visually screen the OMF South facility and tracks. The facility and tracks would also not be visible from the Headquarters building or reflecting pool to the north of the building. Additionally, the presence of I-5 (constructed prior to the Weyerhaeuser Headquarters campus) is similar in nature to the OMF South facilities, as they are both transportation facilities. This would lessen any potential effect on the eligible building.</p> |
| 58 | <p>The following comments pertain to Appendix G2:</p> <ul style="list-style-type: none"> What is the source for the projected project noise level? How will this be verified against project completion? | <p>The source noise level is based on measurements of LRVs operating on the existing Sound Transit Link light rail system. The noise levels for each source within the OMF and on the mainline are discussed in Section 3.1 of Appendix G2, Noise and Vibration Technical Report, of the 2023 Draft EIS and this Final EIS.</p> |
| 59 | <p><i>Page G2-11</i></p> <ul style="list-style-type: none"> What about bells from the light rail vehicles or other signals at crossings or upon exiting onto the tracks? This is not directly addressed. | <p>There are no at-grade light rail crossings associated with the OMF South mainline track; therefore, there are no bells or signals that would create additional noise. As mentioned in Section 3.9.2.2 of the 2023 Draft EIS and this Final EIS, there could be limited testing of horns or bells during the daytime, but these activities would not be substantial enough to add to the noise from the OMF.</p> |
| 60 | <p>Cumulative Impacts</p> <p>The Commercial Enterprise (CE) zone is the only light industrial zone in the City of Federal Way and land will be converted for both the OMF-South (should a Federal Way location be selected) and the Tacoma Dome Link Extension. The cumulative impacts section discusses the impacts of light rail in the context of typical mixed-used, transit-oriented development which is not consistent with the current city industrial zoning. TDLE will be building stations in industrially zoned and/or developed lands in Fife and Tacoma (east station). Industrial land is at a premium in the region and if it is challenging for businesses displaced by transit facilities to relocate, it may push them further out to find suitable locations (as previously noted, the vacancy rate is as low as 0.5%). This related action could lead to sprawl or greenfield development and the DEIS should contemplate cumulative impacts of all known Sound Transit projects on industrial land supply based on current zoning.</p> | <p>Chapter 4, Cumulative Effects Analysis, of the 2023 Draft EIS was revised to include further discussion about impacts to industrial land supply not only by Sound Transit but by other developments as well. These updates are reflected in this Final EIS.</p> |

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| 61 | Section 2.4.1 notes the OMF South and OMF North will have greater capacities than the OMF East and OMF Central. What is the impact of other link extensions? This implies OMF North and South will produce greater externalities. Total capacities of the 4 OMFs is 496 LRVs. As OMF South is being built before OMF North, any reduction in footprint as a result of planned capacity exceeding project capacity will fall on OMF South. Section 4.5 should include a table of the link extensions coming online, such as Lynnwood and East, along with OMF capacities to better highlight the need and impacts of regional light rail extensions within Sound Transit 3. | Chapter 1, Purpose and Need for the Project, of the Final EIS discusses Sound Transit's plans for expansion under Sound Transit 3 and the service lines supported by each current and planned OMF. OMF South would be built in the South Corridor to maintain and store a portion of the LRV fleet for the West Seattle/Ballard to Tacoma Dome service as well as to receive, test, commission, store, maintain, and deploy new LRVs for the entire system. Current planning includes at least 144 and up to 160 LRVs stored at OMF South and approximately 150 at OMF North, which would—along with OMF Central and OMF East—meet the total LRV storage needs of ST 3. The cumulative effects of the expansion of the regional transit system were discussed in the Final Supplemental EIS for the Long-Range Plan (Sound Transit 2014). |
| 62 | Attachment – Supplemental Appendix G1 comments Add description of existing land uses at each site | This comment refers to the Transportation Technical Report. Please see Final EIS Section 3.4, Land Use, for a description of land uses in the study area. |
| 63 | Label 21st Ave S on all figures | The suggested revision was made for the 2023 Draft EIS and is reflected in this Final EIS. |
| 64 | 5 Lanes | Appendix G1, Transportation Technical Report, of the 2023 Draft EIS was revised to address the comment. This update is reflected in this Final EIS. |
| 65 | add dashes | Appendix G1, Transportation Technical Report, of the 2023 Draft EIS was revised to address the comment. This update is reflected in this Final EIS. |
| 66 | (Per Federal Way) Please differentiate line colors and or styles better. Too many greens. Please differentiate line colors and or styles better. Too many greens and reds. It is impossible to discern route frequencies on this map. | Figures G1.3-15 and G1.3-16 were updated in Appendix G1, Transportation Technical Report, of the 2023 Draft EIS for clarity. Route frequencies are listed in detail in Table G1.3-14 (Study Areas Transit Service). These updates are reflected in the Final EIS. |
| 67 | Bicycle Lanes | The figures were updated for the 2023 Draft EIS to reflect the current bicycle and pedestrian facilities at the time of publication. These updates are reflected in this Final EIS. |
| 68 | Is this the correct intersection? Should this be 16th Ave S Collision rates should be provided per city of Federal Way TIA guidelines to identify potential inadequacies, defined as: -A collision rate of more than 1 collision per million entering vehicles at an intersections -A collision rate of more than 10 collisions per million vehicle miles on a roadway segment It's both - the west leg is S 340th Pl | The intersection labels have been updated to reflect the street names on the east side of SR 99. For the safety analysis, each OMF South alternative was analyzed using the same type of data and methodology to allow for equal comparison among alternatives. The 2023 Draft EIS was updated with an analysis of crash data that uses the city of Federal Way's approved methodology. These updates are reflected in the Final EIS. |

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| 69 | Collision rates should be provided per city of Federal Way TIA guidelines to identify potential inadequacies, defined as: -A collision rate of more than 1 collision per million entering vehicles at an intersection | Each OMF South alternative was analyzed using the same type of data and methodology to allow for an equal comparison among alternatives. The 2023 Draft EIS was updated with an analysis of crash data that uses the city of Federal Way's approved methodology. This update is reflected in the Final EIS. |
| 70 | HOV, not BAT | This correction was made to the 2023 Draft EIS and is reflected in the Final EIS. |
| 71 | Please provide context for why PM peak hour delay at Intersection #2 decreases from existing to 2042 no-build conditions (changes in PHFs, signal timings, etc?) | Existing conditions were modeled using existing timing card inputs, while the future conditions were modeled using the optimization function within Synchro. The results are similar, indicating that improvements in signal timing could allow some growth in traffic volume while maintaining similar traffic operations. The improvement of intersection operations due to signal optimization is noted in Section 3.2.2.1 of the 2023 Draft EIS and this Final EIS. |
| 72 | SB volumes incorrect | The figure from Appendix G1, Transportation Technical Report, was revised to make the correction for the southbound volumes at the SR 99 and S 340th Street intersection in the 2023 Draft EIS. This update is reflected in the Final EIS. |
| 73 | Actually, it's out to bid right now. | The 2023 Draft EIS was updated to describe the current and planned bicycle and pedestrian facilities, including those developed since the release of the 2021 Draft EIS. The description of current planned and constructed bicycle and pedestrian facilities has been further updated in this Final EIS. See Section 3.2, Transportation. |
| 74 | Please elaborate on trip distribution methodology. Why weren't other sources used (such as local transportation models or census data) A separate trip generation section should be included that provides more detail on methodology. Per the Sound Transit (2020a) report, in addition to employee-related trips, the trip generation should take into account site-related deliveries and existing site uses that will be removed as a result of the project. It is also unclear how the information included in the Sound Transit (2020b) report led to the auto volumes outlined in Table G1.4-7. For example, why would there be so few departures in the AM when the graveyard shift ends right before the AM peak hour begins? | This Final EIS includes a more detailed discussion on trip generation and distribution methodology. See Section 3.2, Transportation, of the Final EIS, and Section 3.2.2.2 in Appendix G1, Transportation Technical Report. |
| 75 | Please provide clarification: 450 spaces of 427 spaces? | This was an error between the number of spaces reported in Table G1.4-9 and the text. The number of estimated parking spaces was updated to 480 in the 2023 Draft EIS. This update is reflected in this Final EIS. |

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| 76 | Why would this be the case of some no-build improvements are not feasible with projects? | OMF South would include improvements for both motorized and nonmotorized users. Section 4.2.2.6 of the 2023 Draft EIS and this Final EIS describes the bicycle and pedestrian facilities that would be implemented as part of the Preferred Alternative. Section 4.2.3.6 notes that if the South 344th Street Alternative were to be selected as the project to be built, Sound Transit would evaluate options for replacing the function of the greenway between S 336th Street and S 344th Street. |
| 77 | <p>The closure of 20th Ave S needs to be adequately analyzed. As currently analyzed, existing traffic utilizing the portion of 20th Ave S is not removed and rerouted to other roadways.</p> <p>While this is true, it would impact the usefulness of the 20th Ave extension and limit potential plans for non-motorized connections</p> <p>Closure needs to be evaluated as a Comp Plan amendment, as 20th Avenue S is shown therein as would eliminate an alternative route to SR 99 for failing to meet block perimeter requirements. Impacts to emergency response also need to be addressed. This is also true for the S 344th Alternative. Approval is in no way assured, but realignment may be considered.</p> | As described in Chapter 2, Alternatives Considered, of the 2023 Draft EIS and this Final EIS, after publication of the 2021 Draft EIS, Sound Transit refined the design of the Preferred Alternative to extend 18th Place S to replace the functions of a vacated 20th Avenue S. This Final EIS includes an updated transportation impact analysis that reflects the updated design in Section 3.2, Transportation. Please also see Section 3.4.2, Consistency with Regional and Local Comprehensive Plans and Zoning. |
| 78 | This figure should include trip distribution percentages on the map, or separate trip distribution figures should be provided. | The Final EIS includes a more detailed discussion on trip generation and distribution methodology. See Section 3.2, Transportation, and Section 3.2.2.2 in Appendix G1, Transportation Technical Report. The analysis uses actual traffic volumes, not trip distribution percentages, to provide the necessary data. |
| 79 | <p>20th Ave S of 336th Street will be closed as part of this project. Existing trips entering and exiting need to be removed and rerouted in order to adequately analyze the impacts of the roadway closure.</p> <p>Some intersections (Intersection #2 in particular) may be impacted by the closure of 20th Ave S. Additional analysis should be provided.</p> | The traffic operations analysis in the Final EIS has been updated to account for the closure of 20th Avenue S between S 336th Street and S 341st Place, the addition of the 18th Place S extension between S 336th Street and S 340th Street, and the extension of 21st Avenue S to S 344th Street. |
| 80 | <p>What would these bike lanes connect to?</p> <p>Clarify: Would this be implemented as part of the project?</p> | Section 4.2.2.6 of Appendix G1, Transportation Technical Report, was updated in the 2023 Draft EIS to include more information regarding bike lanes. The extension of 18th Place S includes bicycle lanes. This update is reflected in this Final EIS. |

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| 81 | <p>Given that the proposed project does not generate significant trips during the weekday AM and PM peak hours either, is it possible that the two uses will have overlapping peaks at other times? Do the roadway network changes impact the church or other existing uses?</p> <p>For trips removed from intersection #6: volumes should either be: (1) rerouted to other intersections in the network, or (2) if to be removed completely, trips should be removed at other intersections as well and justification should be provided as to why those trips will be removed from the network.</p> | <p>The analysis focuses on impacts during the time periods of highest existing traffic in the study area (AM and PM peak hours). This represents worst-case conditions along the roadway network to determine the impacts of adding more trips from a new development. This is common methodology for traffic impact analyses. There are other times during the day when the proposed OMF South would have higher inbound and outbound volumes than during the AM and PM peak hours. The text in the 2023 Draft EIS was updated to reflect this. The traffic operations analysis in the Final EIS was further updated to account for roadway closures, including redistribution of traffic to and from the Christian Faith Center and other remaining properties that are served by 20th Avenue S.</p> |
| 82 | <p>Provide additional detail regarding the function of 20th Ave S under this scenario. Who will be able to use it and at what times? Will the existing church still have access?</p> <p>This figure should include trip distribution percentages on the map, or separate trip distribution figures should be provided.</p> | <p>The 2023 Draft EIS was updated to clarify that 20th Avenue S would serve as public access to the Christian Faith Center property. The analysis uses actual traffic volumes, not trip distribution percentages. This update is reflected in the Final EIS.</p> |
| 83 | <p>For trips removed from intersection #6: volumes should either be: (1) rerouted to other intersections in the network, or (2) if to be removed completely, trips should be removed at other intersections as well and justification should be provided as to why those trips will be removed from the network.</p> <p>20th Ave S of 336th Street will be limited in access as part of the project. Existing trips entering and exiting need to be removed and rerouted in order to adequately analyze the impacts of the roadway closure.</p> | <p>Please see response to Comment ID 79.</p> |
| 84 | <p>Some intersections (Intersection #2 in particular) may be impacted by changes to the roadway network. Additional analysis should be provided.</p> | <p>The traffic operations analysis was updated in the 2023 Draft EIS and again for this Final EIS to account for removal of existing trips from parcels being acquired and rerouting of any remaining trips due to roadway closures or relocations.</p> |
| 85 | <p>How will the project mitigate these impacts?</p> | <p>Mitigation is discussed in Appendix G1, Transportation Technical Report, and Section 3.2, Transportation, in the 2023 Draft EIS and this Final EIS.</p> |
| 86 | <p>Provide a source for the PCE factor. Does it take into account the doubling of truck trips for inbound and outbound trips?</p> | <p>The passenger car equivalent (PCE) factor converts the number of trucks to an estimated number of passenger cars. The text has been revised to attribute the source as the Highway Capacity Manual (HCM), which recommends a range of PCE factors for trucks from 1.1 to 2.5. Using a factor of 2.5 for this analysis provides a reasonable impact estimate for the size and weight of the trucks and allows for an equal comparison across alternatives. The PCE factor was calculated for both inbound and outbound trips.</p> |

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| 87 | Will parking for on-site employees be provided fully on-site or will there be impacts to the surrounding network? | Employee parking is addressed in Appendix G1, Transportation Technical Report in the 2023 Draft EIS and this Final EIS. OMF South would include enough dedicated spaces for employees on site. Section 4.3.1.7, Impacts to On-Street Parking Supply, addresses construction-related parking impacts. For both the Preferred and South 344th Street alternatives, all construction activity, including staging, is expected to occur within the boundaries of project site and no impacts to on-street parking supply are anticipated. |

| <div>Operations and Maintenance Facility South</div> <div>Draft EIS</div> <div>Conceptual Design Review Comments</div> | | | | | | | |
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| Organization: | | Seattle Public Utilities | | | | | |
| Date: | | March 25, 2021 | | | | | |
| ID | Draft Version | Section/Dwg No. | Page/Sheet No. | Line/Exhibit No. | Comment | Organization / Firm | Commenter's Name |
| 1 | Draft | 03/10/21 Presentation | | N/A | Per ST presentation, ST's Preferred Alternative will not define a Midway option. In selecting a preferred alternative, what will ST assume for the cost and impact at Midway? Will the Midway alternative utilized for preferred alternative selection therefore assume max cost and impact or average cost and impact of the options? | SPU | SPU Team |
| 2 | Draft | DEIS | General | N/A | Ground settlement appears to be a primary driver in the selection of Midway Landfill foundation and site preparation alternatives evaluated. All three of the selected alternatives heavily favor mitigating settlement through upfront capital improvements in lieu of mitigation through operation and maintenance. The Preliminary Geotechnical Engineering Services Report (GeoEngineers, May 6, 2019) indicates that abrupt differential settlement over the landfill is unlikely in its current condition. Additionally, actual landfill settlement observed since then has been lower than what was predicted. Site preparation for the Forest Street OMF tracks consisted of mixing 3 to 4 feet of surficial soil with cement, while ongoing settlement of the tracks is managed via hand tamping of the tracks every 3-12 months. The approach to managing track settlement through maintenance has not resulted in impacts to the overhead contact system according to Paul Denison of Sound Transit during the August 13, 2019 Midway Landfill Site Settlement Workshop. Given the high cost of proposed site prep/foundation alternatives at the Midway Landfill, would it be more economical to construct a geosynthetic reinforced subgrade beneath the tracks/parking areas and manage ongoing settlement through maintenance similar to what is done at the Forest Street OMF? | SPU | SPU Team |
| 3 | Draft | DEIS | General | N/A | There will be a considerable and varying depth of fill (up to 80 feet or more in some areas) necessary for Options 2 and 3, the full excavation/replace and hybrid options. Recycled soil screened from the landfill will be variable in composition and moisture content, making compaction control difficult to achieve when constructing this embankment. This would be true even if the material was blended with better quality imported soil as was done along I-5. Even under ideal fill and compaction conditions, it is reasonable to expect embankment fills to settle by about ¼ to ½% of their thickness (for an 80-foot thick embankment, this would be about 2 to 5 inches). Fine-grained soil placed at sub-optimum moisture content would probably result in settlement at a higher percentage (perhaps ½ to 1% or even more) of the embankment thickness. Considering that much of the soil within the landfill is fine-grained, this settlement would likely occur for a long period of time after construction, with total settlements approaching a foot and differential settlement on the order of several inches. Given the tight settlement tolerances desired by ST, I suggest investigating self-compression of the fill for Options 2 and 3, and its impact on the performance of these options. | SPU | SPU Team |
| 4 | Draft | DEIS | General | N/A | There would likely be no delay or cost due to appeals or lawsuits at Midway, should that be included as a consideration? | SPU | SPU Team |
| 5 | Draft | DEIS | General | N/A | Are local traffic impacts generated by the 470 employees considered in the DEIS? | SPU | SPU Team |
| 6 | Draft | DEIS | General | N/A | The landfill cap is designed to significantly reduce surface water infiltration if not prevent it. Multiple locations in the EIS text and appendices state that the cap reduces infiltration, but it is designed to prevent it. The description in Page 3.11-12 is the most accurate. Descriptions that say 'low-infiltration cap' should be revised to 'impervious cap'. | SPU | SPU Team |
| 7 | Draft | DEIS | 2-29 | N/A | Costs for real estate and relocation for the Midway alternative seem high. What do they include? What has been assumed regarding purchase and sale of the landfill property from SPU? | SPU | SPU Team |

| Operations and Maintenance Facility South Draft EIS Conceptual Design Review Comments | | | | | | | |
|---|---------------|--------------------------|----------------|------------------|---|---------------------|------------------|
| Organization: | | Seattle Public Utilities | | | | | |
| Date: | | March 25, 2021 | | | | | |
| ID | Draft Version | Section/Dwg No. | Page/Sheet No. | Line/Exhibit No. | Comment | Organization / Firm | Commenter's Name |
| 8 | Draft | DEIS | 2-29 | N/A | Why is the annual Operating Est at Midway so much higher than the other alts? If this is for landfill gas system, how does it compare to current landfill O&M costs? Why is the annual operating cost estimate the same for all Midway Landfill options? | SPU | SPU Team |
| 9 | Draft | DEIS | 3.10-13 | N/A | Statement: "Compared with other alternatives, the Midway Landfill Alternative would convert more pervious land cover to impervious" - this is misleading due to the existing landfill cap. The entire Midway Landfill site is currently impervious, due to the existing landfill cap. The grass surface would reduce peak flow, but all runoff ends up in the existing stormwater pond. It may be unlikely-significant additional detention would be required in OMFS design. | SPU | SPU Team |
| 10 | Draft | DEIS | 3.11-11-12 | N/A | Midway landfill cap should be treated as existing impervious. 3.11-12 describes that a conservative assumption has been used that the surface is all grass and will have highest amount of conversion to impervious - the section also acknowledges the landfill cap. The assumption of grass and conversion to impervious is inappropriate. | SPU | SPU Team |
| 11 | Draft | DEIS | 3.11-13 | N/A | A slab and beam system in the Hybrid design option wouldn't partially impede long-term monitoring as long as monitoring wells are left accessible or replaced. Also the portion of the statement about improving local groundwater quality and the cover system by bringing it up to current protection standards is not accurate. The cover system is functioning and protective per current standards already. Potential improvement of groundwater quality is not related to improving the cover system. Potential improvement of groundwater quality may be related to refuse excavation of the hybrid and full excavation options. | SPU | SPU Team |
| 12 | Draft | DEIS | 3.11-13 | N/A | The drilled shafts and platform would be designed to prevent downward migration of groundwater and access for landfill gas system O&M. These considerations should not be put forward as risks. Also there is a statement that the project would bring the landfill cap system up to current protection standards. The existing landfill cap meets current protection standards. | SPU | SPU Team |
| 13 | Draft | DEIS | 3.11-15 | N/A | It should be noted that the waste excavation required for the hybrid and full removal alternatives is essentially equivalent. The text makes it sound like there is significantly less excavation for the hybrid. | SPU | SPU Team |
| 14 | Draft | DEIS | 3.13-10 | N/A | Would be appropriate to include discussion of how hazardous materials construction impacts were successfully mitigated at the FWLE here. | SPU | SPU Team |
| 15 | Draft | DEIS | 3.13-9 | N/A | This section talks about risk of potential uncontrolled release of methane gas from the landfill - as designed this will not occur - acknowledgement of the required and planned gas collection system should be added here. The risk of uncontrolled gas release should be different for the different Midway landfill options. Risk of uncontrolled gas release would be eliminated by the full excavation option. | SPU | SPU Team |
| 16 | Draft | DEIS | 3.16-5 | N/A | The text states "no archaeological resources were identified within the Midway Landfill Alternative area of impact", but then the landfill is identified as an archaeological resource on Table 3.16-1. Why? | SPU | SPU Team |
| 17 | Draft | DEIS | 3-11-15 | N/A | The construction impacts related to hazardous material can be mitigated. Transporting materials would be done under strict requirements and columns would be installed in a way to avoid contaminant mobilization. | SPU | SPU Team |
| 18 | Draft | DEIS | 3-13-10 | N/A | Same comment with respect to impacts from drilled shafts - risks can and should be mitigated. | SPU | SPU Team |
| 19 | Draft | DEIS | 3-13-9 | N/A | Vapor intrusion can be mitigated through sound engineering practices. | SPU | SPU Team |
| 20 | Draft | DEIS | Fig 3.11-3 | N/A | This figure should have a special and different symbol for landfill cap - not a hydrologic soil group | SPU | SPU Team |
| 21 | Draft | DEIS App D4 | General | N/A | Has the experience with waste removal during the FWLE been taken into consideration for this Human Health Risk Assessment? For example, the environmental professional has been collecting air monitoring data during the waste excavation-these data may be useful in risk assessment. | SPU | SPU Team |

| <div>Operations and Maintenance Facility South</div> <div>Draft EIS</div> <div>Conceptual Design Review Comments</div> | | | | | | | |
|--|---------------|--------------------------|----------------|------------------|--|---------------------|------------------|
| Organization: | | Seattle Public Utilities | | | | | |
| Date: | | March 25, 2021 | | | | | |
| ID | Draft Version | Section/Dwg No. | Page/Sheet No. | Line/Exhibit No. | Comment | Organization / Firm | Commenter's Name |
| 22 | Draft | DEIS App D4 | General | N/A | The vapor pathway described in the assessment does not exist if mitigation is competently designed, constructed and maintained. The risk to workers for collisions and contact with energized electrical components is more significant than the vapor exposure pathway. The waste removal options 2 and 3 further reduce risks by removing much of the source material. | SPU | SPU Team |
| 23 | Draft | DEIS App D2 | 14 paragraph 6 | N/A | The 22 week construction window does not reflect the work process for the FWLE waste removal. This window can be expanded. | SPU | SPU Team |
| 24 | Draft | DEIS App D2 | 2.1-13 | N/A | Why did the assumption that material screening will result in 50% of the landfill material for reuse change from the assumption used for the FWLE that 70% of the material would be reused? The FWLE portion of the landfill towards the east has the deepest refuse. The existing refuse gets shallower towards the west. | SPU | SPU Team |
| 25 | Draft | DEIS App D2 | 2.1-14 | N/A | The EIS assumes that all volume in the landfill is refuse for their excavation calculations and that the clean cover material quantity is unknown. Clean cover soils over the landfill cap ranges from 2 to 4 feet and landfill overburden ranges from 4-14 feet above the refuse. These are significant enough quantities to be incorporated into the analysis. | SPU | SPU Team |
| 26 | Draft | DEIS App D2 | 2.6.1 | N/A | Screened Waste from the FWLE project was shipped in open top 48 foot containers which is much more efficient. | SPU | SPU Team |
| 27 | Draft | DEIS App D2 | 2.7 | N/A | The assumptions on density, etc. should reflect the FWLE experience instead of raw estimates. | SPU | SPU Team |
| 28 | Draft | DEIS App D2 | 5.0-45 | N/A | Statement 3: "Costs to adjust OMF South design to address compatibility with the FWLE or modify FWLE." This statement should be modified now that OMF South options and FWLE are now compatible. | SPU | SPU Team |
| 29 | Draft | DEIS App D2 | 6.0 | N/A | This OMFS/FWLE compatibility section appears to be outdated per comment above. | SPU | SPU Team |
| 30 | Draft | DEIS App D2 | General | N/A | The assumptions regarding allowable open area 5 acre limit have no basis and lead to inefficiency in the project. | SPU | SPU Team |
| 31 | Draft | DEIS App D2 | General | N/A | Trucking via 20 foot containers is unlikely and inefficient. For the FWLE project, screened out refuse was transported in 48 foot open top containers. | SPU | SPU Team |
| 32 | Draft | DEIS App D2 | pg. 25 line 16 | N/A | The 22 week construction window does not reflect the work process for the FWLE waste removal. This window can be expanded. | SPU | SPU Team |
| 33 | Draft | DEIS App D2 | Section 7 | N/A | The tolerances for settlement are not realistic. At face value they indicate that there would be no track leveling maintenance required for the first 50 years of facility operation. Many other facility elements will require replacement/renewal in that time frame - why is track leveling different. | SPU | SPU Team |
| 34 | Draft | DEIS App D2 | Table 2.3 | N/A | Truck trips should reflect the actual material data generatred from the FWLE work completed to date. | SPU | SPU Team |
| 35 | Draft | DEIS App D3 | 2.6.2.1 | N/A | The text states "The recommendations also concluded that a typical soil column at the Midway landfill could be composed of between 50-70 percent waste, which would correspond to between 30 and 50 percent soil that could be considered for reuse." These percentages should be compared to what was achieved for the FWLE track project. | SPU | SPU Team |
| 36 | Draft | DEIS App D3 | Section 3.2 | N/A | For both excavation options, future methane generation will be negligible and will likely only require a passive vent system to prevent gas migration. Additionally, O&M costs for these options would be much less than for the option in which waste remains in place. | SPU | SPU Team |
| 37 | Draft | DEIS App D4 | 2.1-10 | N/A | The existing landfill cap has a geomembrane liner and is designed to prevent surface water infiltration (impermeable) rather than reducing infiltration as stated in this Site Setting section. | SPU | SPU Team |

| Seattle Public Utilities (Communications ID 473810) | | |
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| Comment ID | Comment Text | Response |
| 1 | Per ST presentation, ST's Preferred Alternative will not define a Midway option. In selecting a preferred alternative, what will ST assume for the cost and impact at Midway? Will the Midway alternative utilized for preferred alternative selection therefore assume max cost and impact or average cost and impact of the options? | The Sound Transit Board considered the construction estimate range for all the OMF South alternatives, including the Midway Landfill Alternative and its subsurface construction design options, and did not assume an average or maximum cost. The Board also considered other factors, including the 2021 Draft EIS analysis and comments received, in identifying the South 336th Street Alternative as the Preferred Alternative for the project. The Board will also consider this information in selecting the project to be built. |
| 2 | Ground settlement appears to be a primary driver in the selection of Midway Landfill foundation and site preparation alternatives evaluated. All three of the selected alternatives heavily favor mitigating settlement through upfront capital improvements in lieu of mitigation through operation and maintenance. The Preliminary Geotechnical Engineering Services Report (GeoEngineers, May 6, 2019) indicates that abrupt differential settlement over the landfill is unlikely in its current condition. Additionally, actual landfill settlement observed since then has been lower than what was predicted. Site preparation for the Forest Street OMF tracks consisted of mixing 3 to 4 feet of surficial soil with cement, while ongoing settlement of the tracks is managed via hand tamping of the tracks every 3-12 months. The approach to managing track settlement through maintenance has not resulted in impacts to the overhead contact system according to Paul Denison of Sound Transit during the August 13, 2019 Midway Landfill Site Settlement Workshop. Given the high cost of proposed site prep/foundation alternatives at the Midway Landfill, would it be more economical to construct a geosynthetic reinforced subgrade beneath the tracks/parking areas and manage ongoing settlement through maintenance similar to what is done at the Forest Street OMF? | Ground settlement was one of many factors considered when designing the subsurface construction design options. Sound Transit endeavored to use a realistic approach to the challenges posed by the landfill site. Geosynthetic reinforcement can increase the bearing capacity of the soil and reduce settlement, but not eliminate it. The unknown density and type of waste, which would be under the geosynthetic reinforcement, would still require Sound Transit to consider the risk of differential settlement and the effect it would have on maintenance and operations. |

| Seattle Public Utilities (Communications ID 473810) | | |
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| Comment ID | Comment Text | Response |
| 3 | There will be a considerable and varying depth of fill (up to 80 feet or more in some areas) necessary for Options 2 and 3, the full excavation/replace and hybrid options. Recycled soil screened from the landfill will be variable in composition and moisture content, making compaction control difficult to achieve when constructing this embankment. This would be true even if the material was blended with better quality imported soil as was done along I-5. Even under ideal fill and compaction conditions, it is reasonable to expect embankment fills to settle by about ¼ to ½% of their thickness (for an 80-foot thick embankment, this would be about 2 to 5 inches). Fine-grained soil placed at sub-optimum moisture content would probably result in settlement at a higher percentage (perhaps ½ to 1% or even more) of the embankment thickness. Considering that much of the soil within the landfill is fine-grained, this settlement would likely occur for a long period of time after construction, with total settlements approaching a foot and differential settlement on the order of several inches. Given the tight settlement tolerances desired by ST, I suggest investigating self-compression of the fill for Options 2 and 3, and its impact on the performance of these options. | Considerations for long-term settlement of placed competent soils over time are valid. The general geotechnical assumption was that much of the potential settlement would occur during placement of successive lifts and that the deeper fills would not have much settlement risk by the time final grades were reached. This concern would need to be further addressed if the Midway Landfill Alternative were selected as the project to be built. |
| 4 | There would likely be no delay or cost due to appeals or lawsuits at Midway, should that be included as a consideration? | Typical schedule risks, such as those associated with permitting and construction, were considered. The EIS does not speculate about schedule ramifications associated with unknown appeals and lawsuits. |
| 5 | Are local traffic impacts generated by the 470 employees considered in the DEIS? | The potential transportation impacts associated with operation of OMF South are discussed in Section 3.2.2.2, Long-Term Impacts. This section was updated in both the 2023 Draft EIS and this Final EIS to reflect the most recent traffic data and project design. |
| 6 | The landfill cap is designed to significantly reduce surface water infiltration if not prevent it. Multiple locations in the EIS text and appendices state that the cap reduces infiltration, but it is designed to prevent it. The description in Page 3.11-12 is the most accurate. Descriptions that say 'low-infiltration cap' should be revised to 'impervious cap'. | An update to the description of the cap was made for the 2023 Draft EIS and is reflected in this Final EIS. Please see Section 3.11, Water Resources. |
| 7 | Costs for real estate and relocation for the Midway alternative seem high. What do they include? What has been assumed regarding purchase and sale of the landfill property from SPU? | In estimating real estate and relocation costs for the Midway Landfill Alternative, Sound Transit assumed a lease rather than an acquisition. The assumption was a 99-year lease at a cost of \$7.6M. Sound Transit arrived at that number through an independent appraisal. No relocation costs were assumed for the landfill. Note that the total cost for real estate and relocation for the Midway Landfill Alternative includes full and partial acquisition of additional parcels beyond those owned by the city of Seattle. |

| Seattle Public Utilities (Communications ID 473810) | | |
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| Comment ID | Comment Text | Response |
| 8 | Why is the annual Operating Est at Midway so much higher than the other alts? If this is for landfill gas system, how does it compare to current landfill O&M costs? Why is the annual operating cost estimate the same for all Midway Landfill options? | The estimated annual operating cost of the Midway Landfill Alternative (under any of the subsurface construction design options) is \$13M. The estimated annual operating costs of either the South 336th or South 344th Street alternative is \$12M. The additional expense is anticipated for addressing potential risks posed by ground settlement and methane gas over the lifespan of the facility. Ground settlement is a factor whether constructing over waste or the entire volume is new soil, and material used to backfill the site would be a mix of excavated material and borrow fill. While the risk of methane releases from reused material would be low, monitoring would be necessary for both health and regulatory reasons. |
| 9 | Statement: "Compared with other alternatives, the Midway Landfill Alternative would convert more pervious land cover to impervious" - this is misleading due to the existing landfill cap. The entire Midway Landfill site is currently impervious, due to the existing landfill cap. The grass surface would reduce peak flow, but all runoff ends up in the existing stormwater pond. It may be unlikely-significant additional detention would be required in OMFS design. | Section 3.10, Ecosystem Resources, of the 2023 Draft EIS was updated to reflect the results of the impervious surface land cover analysis, which is described in more detail in Section 3.11, Water Resources. This update is reflected in this Final EIS. |
| 10 | Midway landfill cap should be treated as existing impervious. 3.11-12 describes that a conservative assumption has been used that the surface is all grass and will have highest amount of conversion to impervious - the section also acknowledges the landfill cap. The assumption of grass and conversion to impervious is inappropriate. | The existing impermeable membrane cap at the Midway Landfill Alternative is described in Section 3.11, Water Resources. Table 3.11-2, Study Area Impervious Surface Land Cover Changes Analysis, was revised in the 2023 Draft EIS, to include a footnote to clarify the intent of the impervious surface analysis, which is to consider the greatest potential impacts. However, this assumption should not necessarily be used for later stormwater management design sizing. This update is reflected in this Final EIS. |
| 11 | A slab and beam system in the Hybrid design option wouldn't partially impede long-term monitoring as long as monitoring wells are left accessible or replaced. Also the portion of the statement about improving local groundwater quality and the cover system by bringing it up to current protection standards is not accurate. The cover system is functioning and protective per current standards already. Potential improvement of groundwater quality is not related to improving the cover system. Potential improvement of groundwater quality may be related to refuse excavation of the hybrid and full excavation options. | Section 3.11, Water Resources, was updated in the 2023 Draft EIS to clarify that access to the monitoring well network at the Midway Landfill would be maintained. References to improving groundwater quality by bringing the landfill cap up to current standards has been removed. These updates are reflected in this Final EIS. |
| 12 | The drilled shafts and platform would be designed to prevent downward migration of groundwater and access for landfill gas system O&M. These considerations should not be put forward as risks. Also there is a statement that the project would bring the landfill cap system up to current protection standards. The existing landfill cap meets current protection standards. | For the Midway Landfill Alternative, drilling and installing shafts through the waste into the competent ground below presents the risk of providing a downward pathway for the migration of contaminants. The 2023 Draft EIS includes a more specific discussion of mitigation through design of the drilled shafts and clarifies that access to the landfill gas monitoring system would be maintained. The statement regarding the protection standards of the landfill cap has been deleted. These updates are reflected in this Final EIS. |

| Seattle Public Utilities (Communications ID 473810) | | |
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| Comment ID | Comment Text | Response |
| 13 | It should be noted that the waste excavation required for the hybrid and full removal alternatives is essentially equivalent. The text makes it sound like there is significantly less excavation for the hybrid. | The estimated excavation amounts listed in the 2023 Draft EIS and this Final EIS (Table 2.3-2) are 4.3 million cubic yards of waste excavation for the Hybrid Subsurface Construction Design Option and 4.9 million cubic yards for the Full Excavation Subsurface Construction Design Option. |
| 14 | Would be appropriate to include discussion of how hazardous materials construction impacts were successfully mitigated at the FWLE here. | Section 3.13, Hazardous Materials, of the Final EIS has been updated to include a discussion of the Hazardous Materials Response and Sampling Plan prepared by SPU for use during the construction of FWLE and SR 509 at the Midway Landfill. |
| 15 | This section talks about risk of potential uncontrolled release of methane gas from the landfill - as designed this will not occur - acknowledgement of the required and planned gas collection system should be added here. The risk of uncontrolled gas release should be different for the different Midway landfill options. Risk of uncontrolled gas release would be eliminated by the full excavation option. | Section 3.13, Hazardous Materials, of the 2023 Draft EIS was updated to acknowledge the required gas collection system at the Midway Landfill Alternative and the differing levels of risk for each subsurface construction design option. This update is reflected in this Final EIS. |
| 16 | The text states "no archaeological resources were identified within the Midway Landfill Alternative area of impact", but then the landfill is identified as an archaeological resource on Table 3.16-1. Why? | Section 3.16, Historic and Archaeological Resources, of the 2023 Draft EIS was updated to delete that sentence. This update is reflected in this Final EIS. |
| 17 | The construction impacts related to hazardous material can be mitigated. Transporting materials would be done under strict requirements and columns would be installed in a way to avoid contaminant mobilization. | Section 3.13, Hazardous Materials, of the 2023 Draft EIS was updated to include further discussion of avoidance and minimization measures that could be used at Midway Landfill. This update is reflected in this Final EIS. |
| 18 | Same comment with respect to impacts from drilled shafts - risks can and should be mitigated. | The Avoidance and Minimization of Impacts discussion in Section 3.11, Water Resources, of the 2023 Draft EIS and this Final EIS acknowledges that concrete-filled drilled shafts or other structures to be installed would need to be designed to prevent the downward migration of more contaminated groundwater or leachate to the aquifer below. |
| 19 | Vapor intrusion can be mitigated through sound engineering practices. | Sound Transit agrees that vapor intrusion can be mitigated through sound engineering practices and BMPs. However, the EIS acknowledges that if engineering controls fail, vapor could intrude into indoor air. |
| 20 | This figure should have a special and different symbol for landfill cap - not a hydrologic soil group | Figure 3.11-3 was updated in the 2023 Draft EIS to show a different symbol for the landfill cap. This update is reflected in this Final EIS. |
| 21 | Has the experience with waste removal during the FWLE been taken into consideration for this Human Health Risk Assessment? For example, the environmental professional has been collecting air monitoring data during the waste excavation-these data may be useful in risk assessment. | The Human Health Risk Assessment was completed before Sound Transit began excavation and waste removal activities within the Midway Landfill for FWLE. If the Board selects the Midway Landfill Alternative as the project to be built, an updated human health risk assessment will be prepared and will draw from the recent FWLE experience. |

| Seattle Public Utilities (Communications ID 473810) | | |
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| Comment ID | Comment Text | Response |
| 22 | The vapor pathway described in the assessment does not exist if mitigation is competently designed, constructed and maintained. The risk to workers for collisions and contact with energized electrical components is more significant than the vapor exposure pathway. The waste removal options 2 and 3 further reduce risks by removing much of the source material. | Worker health and safety will always be a consideration in the decision process. While vapor intrusion can be mitigated through sound engineering practices and BMPs, the EIS acknowledges that if engineering controls fail, vapor could intrude into indoor air. |
| 23 | The 22 week construction window does not reflect the work process for the FWLE waste removal. This window can be expanded. | <p>The supporting documents in Appendix D were written early in the conceptual design process. The assumptions made were purposefully conservative to account for unknowns. The construction window was assumed to be limited to the 22-week dry season between May 1 and September 30 to reduce the amount of precipitation that could potentially infiltrate into the open area of the landfill, which could further contribute to contaminated groundwater.</p> <p>FWLE was constructed on the edge of the landfill, where waste was relatively shallow. Based on the specific makeup of the excavated waste, the design-builder was able to negotiate an extended construction window with Ecology.</p> <p>If the Board were to select the Midway Landfill Alternative as the project to be built, Sound Transit would conduct additional geotechnical borings to assess the nature of the waste and work with regulatory agencies to set an appropriate construction schedule.</p> |
| 24 | Why did the assumption that material screening will result in 50% of the landfill material for reuse change from the assumption used for the FWLE that 70% of the material would be reused? The FWLE portion of the landfill towards the east has the deepest refuse. The existing refuse gets shallower towards the west. | The makeup of waste is different throughout the landfill. In addition, the depth of waste is deeper to the west of the FWLE project. With a varying depth of overburden on the waste, the percentage of soil to waste changes substantially with the depth of waste. West of the FWLE alignment, the waste can be up to 80 feet deep. |
| 25 | The EIS assumes that all volume in the landfill is refuse for their excavation calculations and that the clean cover material quantity is unknown. Clean cover soils over the landfill cap ranges from 2 to 4 feet and landfill overburden ranges from 4-14 feet above the refuse. These are significant enough quantities to be incorporated into the analysis. | The available clean cover soils were identified qualitatively, not quantitatively. This was a high-level feasibility study with limited data on clean soil quantity. This method provides a reasonable approach in estimating the quantities and cost of site preparation for the project given the level of project design. |
| 26 | Screened Waste from the FWLE project was shipped in open top 48 foot containers which is much more efficient. | <p>Final EIS Appendix D3, Conceptual Landfill Site Reuse Plan, makes an assumption that 20-foot, fully enclosed intermodal containers would be used. The analysis used the conservative assumption that contaminated materials would be transferred from trucks to rail cars at an intermodal facility and taken by rail to an approved disposal site.</p> <p>If the Board selects the Midway Landfill Alternative as the project to be built, Sound Transit would conduct further studies to refine construction requirements.</p> |

| Seattle Public Utilities (Communications ID 473810) | | |
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| Comment ID | Comment Text | Response |
| 27 | The assumptions on density, etc. should reflect the FWLE experience instead of raw estimates. | As noted in Final EIS Appendix D3, Conceptual Landfill Site Reuse Plan, the quality of the landfill material excavated for FWLE is better understood, and the scale of work is substantially smaller than that proposed for OMF South. A number of assumptions, including soil and material density across the landfill, were made to facilitate a relative comparison of the subsurface construction design options and also to compare the Midway Landfill Alternative with the other two build alternatives. |
| 28 | Statement 3: "Costs to adjust OMF South design to address compatibility with the FWLE or modify FWLE." This statement should be modified now that OMF South options and FWLE are now compatible. | This comment is on an interim report prepared in February 2020, which has not been updated. The comment is correct in stating that the design of the FWLE project was revised to address compatibility issues with a potential OMF South at the Midway Landfill Alternative. Final EIS Section 2.3.5, Midway Landfill Site Subsurface Construction Design Options, notes the compatibility between the two projects. |
| 29 | This OMFS/FWLE compatibility section appears to be outdated per comment above. | Please see the response to Comment ID 28. |
| 30 | The assumptions regarding allowable open area 5 acre limit have no basis and lead to inefficiency in the project. | The 5-acre assumption is reasonable at the EIS stage in the planning process. The size would allow for continued control of landfill gas and water infiltration prevention. The actual size would need regulatory approval, and Ecology previously indicated they would allow only small areas to be open at a time. The 5-acre assumption was the basis for hauling transport modeling. Additional space would increase hauling and traffic impacts and could potentially overwhelm any facility receiving the material. The allowable open area would be coordinated with SPU and Ecology during final design if the Midway Landfill Alternative were selected to be built. |
| 31 | Trucking via 20 foot containers is unlikely and inefficient. For the FWLE project, screened out refuse was transported in 48 foot open top containers. | Final EIS Appendix D3, Conceptual Landfill Site Reuse Plan, assumed that 20-foot, fully enclosed intermodal containers would be used. The analysis used the conservative assumption that contaminated materials would be transferred from trucks to rail cars at an intermodal facility and taken by rail to an approved disposal site. If the Board selects the Midway Landfill Alternative as the project to be built, Sound Transit would conduct further studies to refine construction requirements. |
| 32 | The 22 week construction window does not reflect the work process for the FWLE waste removal. This window can be expanded. | Please see response to Comment ID 23. |
| 33 | The tolerances for settlement are not realistic. At face value they indicate that there would be no track leveling maintenance required for the first 50 years of facility operation. Many other facility elements will require replacement/renewal in that time frame - why is track leveling different. | Sound Transit conducts monthly inspections of track at its existing OMFs. Typically, the inspections find little track settlement. Where it does occur, it tends to be at the edge of grade crossings where the track is crossed by large trucks. In these places, periodic adjustments need to be made. It is reasonable to assume that track installed on a fill area would require relatively more settlement adjustment. |
| 34 | Truck trips should reflect the actual material data generated from the FWLE work completed to date. | The depth, type, and density of the waste on the east edge of the landfill where FWLE was built is not necessarily representative of the waste throughout the landfill. Due to this, the truck trip estimates were not updated. |

| Seattle Public Utilities (Communications ID 473810) | | |
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| Comment ID | Comment Text | Response |
| 35 | The text states "The recommendations also concluded that a typical soil column at the Midway landfill could be composed of between 50-70 percent waste, which would correspond to between 30 and 50 percent soil that could be considered for reuse." These percentages should be compared to what was achieved for the FWLE track project. | The soil on top of the cap can be reused. However, the soil mixed with the waste may be contaminated and not available for reuse. Due to the uncertainty of the contamination or toxicity, it is reasonable to assume that all or most of the soil must be removed. As noted in Final EIS Appendix D3, Conceptual Landfill Site Reuse Plan, the quality of the landfill material excavated for FWLE is better understood, and the scale of work is substantially smaller than that proposed for OMF South. |
| 36 | For both excavation options, future methane generation will be negligible and will likely only require a passive vent system to prevent gas migration. Additionally, O&M costs for these options would be much less than for the option in which waste remains in place. | The Hybrid and Full Excavation subsurface construction design options assumed only a passive system would be required, reducing capital redevelopment and operational costs. |
| 37 | The existing landfill cap has a geomembrane liner and is designed to prevent surface water infiltration (impermeable) rather than reducing infiltration as stated in this Site Setting section. | The description of the existing landfill cap was updated in Section 3.11, Water Resources, in the 2023 Draft EIS. This update is reflected in this Final EIS. |

From: Johnson, Rep. Jesse <Jesse.Johnson@leg.wa.gov>
Sent: Tuesday, March 9, 2021 10:46 AM
To: OMF South <OMFSouth@soundtransit.org>
Subject: Public Comment

Good morning,

When will the public comment on this project be held? After hearing from constituents in my district, I ask that this project not be considered in Federal Way. Thank you!

Best,

A handwritten signature in black ink, appearing to read 'Jesse Johnson', with a long horizontal flourish extending to the right.

Jesse E. Johnson
State Representative | 30th Legislative District
369 John L O'Brien Building | Olympia, WA 98504 | 206-333-2989
Pronouns: He/Him/His
Jesse.Johnson@leg.wa.gov
Proudly serving: Algona, Auburn, Des Moines, Federal Way, Milton, Pacific & Unincorporated King County
Sign up for email updates here: <https://housedemocrats.wa.gov/johnson/>

| Washington State Representative, 30th Legislative District, Jesse E. Johnson (Communication ID 471610) | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | When will the public comment on this project be held? | A public comment period was held for the SEPA Draft EIS from March 5 through April 19, 2021, and a public comment period was held for the 2023 Draft EIS from September 22 to November 6, 2023. |
| 2 | After hearing from constituents in my district, I ask that this project not be considered in Federal Way. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Businesses and Community Groups

April 19, 2021

VIA EMAIL & U.S. MAIL

Email: OMFSouth@soundtransit.org

Mail: Hussein Rehmat
OMF South Project
Sound Transit
401 S. Jackson Street
Seattle WA, 98104

Re: Sound Transit OMF South Project: Draft Environmental Impact Statement (DEIS) –
Comments From Christian Faith Center (CFC)

Dear Mr. Rehmat:

On behalf of our client Christian Faith Center (CFC), we submit these comments for review in the EIS process. As you know, the CFC Campus is identified in two of the three alternatives for the South OMF Project. The South 336th Street Alternative would take all of the CFC Campus. The South 344th Street Alternative would take approximately half of the CFC Campus. Our primary comments on the DEIS at this time are:

1. CFC would prefer to not be any alternative for the OMF South Project. Any comments below are for the sole purpose of informing Sound Transit of the consequences and impacts to CFC from the two alternatives noted above and are not an express or implied consent to any selection of CFC as the preferred site for the OMF South Project.
2. The DEIS has not adequately understood and analyzed the CFC Campus, which has led to a flawed analysis of, in particular, the South 344th Street Alternative. More on this comment follows below.

Background.

CFC's story begins in 1980 with the formation of CFC to pursue its mission of spreading the word of Jesus. CFC had a vision of a future campus for its ministry with a place of convening for worship, a school, a day care facility, a college, and associated facilities. That vision became reality in the early 2000's with the acquisition of its campus property and associated land use approvals, specifically the Concomitant & Development Agreement & Development Plan (City of Federal Way, Ordinance 04-461, July 20, 2004). A copy of this 107 document is attached hereto and shall be referred to as the Campus Approval.¹

As is evident from the Campus Approval, the CFC Campus would develop in Phases, but the necessary development infrastructure for the entire site would be integrated and planned up front. By way of example only and not meant to be exhaustive, some of the important elements include:

- Planned recreational areas. Campus Approval at Section 9.1.5.4
- Extensive traffic mitigation, including multiple points of ingress and egress. Campus Approval at Section 9.4.
- Surface mitigation/storm water detention facilities. Campus Approval at Section 9.6.
- Wetland Mitigation. Campus Approval at Section 9.7.

Impacts to CFC.

Ever since CFC's Campus has been identified as a potential site for the OMF South Project, CFC has essentially been "stuck" in place and time. CFC has halted the planning and implementation of additional projects. CFC cannot grow and expand its ministry. This is true for both the South 336th Street Alternative and the South 344th Street Alternative.

CFC's selection as a site for the South OMF facility has created uncertainty and anxiety for its members. Is their spiritual "home" going to be taken from them? Where will they go?

If the South 336th Street Alternative becomes the final site, then CFC will be forced to lose its Campus as a whole under eminent domain or the threat of eminent domain and find a new campus location and start a new multi-year development process anew. This is no easy task.

If the South 344th Street Alternative becomes the final site, CFC's situation becomes even worse. The DEIS simply and incorrectly assumes that the current site could be severed or bifurcated and somehow CFC could continue to operate on the remainder parcel.

¹ A copy of the enclosure is available at <https://docs.cityoffederalway.com/WebLink/DocView.aspx?id=192244&page=1&dbid=0&repo=CityofFederalWay>

Because the Campus Approval is an integrated plan for the entire CFC Property, taking a significant portion for the South 344th Street Alternative disrupts the entire plan and creates a situation where CFC would be in violation of its approvals. Again, by way of example only and not to be exhaustive, taking the eastern portion of the CFC Campus for the South 344th Street Alternative Project means:

- The remainder parcel no longer has a required storm water facility for its surface water management.
- CFC's required access points no longer exist, because the DEIS assumes, incorrectly, that CFC uses only one access point. It is required to have multiple.
- CFC's required recreational areas disappear.

Beyond, the physical, land use, and environmental impacts are fiscal impacts. CFC has long term financing for its current Campus. Taking a significant portion of the property would impair the lender's collateral. Its loan would be called. With the remainder of the property now a non-conforming and non-compliant property, no lender would extend credit. The City of Federal Way could commence code enforcement action requiring CFC to come into compliance with storm water, access, and recreational facilities requirements, which CFC could not meet.

CFC respectfully requests that Sound Transit carefully review the 107 page Campus Approval document to refine its analysis of impacts associated with the South 344th Street Alternative.

Thank you for considering these comments. CFC reserves the right to provide supplemental comments (whether within or external to the EIS process) as appropriate.

Very truly yours,

JAMESON PEPPE CANTU PLLC

A handwritten signature in blue ink, appearing to read "Brian Lawler", with a long horizontal flourish extending to the right.

By: Brian Lawler
Of Counsel

Enclosure

cc: P. Rogoff, CEO, Sound Transit (By mail)
S. Ramachandra, OMF South Project Staff (By email only
sagar.ramachandra@soundtransit.org)
James Ferrell, Mayor, City of Federal Way (By email only
Jim.Ferrell@cityoffederalway.com)

ORDINANCE NO. 04-461

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FEDERAL WAY, WASHINGTON, RELATING TO LAND USE, ADOPTING AMENDMENTS TO THE CITY'S GROWTH MANAGEMENT ACT COMPREHENSIVE PLAN AND ADOPTING AMENDMENTS TO THE CITY'S ZONING MAP, CHANGING THE COMPREHENSIVE PLAN DESIGNATION AND ZONING FOR 49.97 ACRES LOCATED SOUTH OF S. 336TH STREET BETWEEN PACIFIC HIGHWAY SOUTH AND INTERSTATE 5 FROM BUSINESS PARK (BP) TO MULTIFAMILY RESIDENTIAL 3600 (RM 3600), AND ADOPTING AN ASSOCIATED CONCOMITANT AND DEVELOPMENT AGREEMENT AND DEVELOPMENT PLAN.

WHEREAS, the Growth Management Act of 1990, as amended, (Chapter 36.70A RCW or "GMA") requires the City of Federal Way to adopt a comprehensive plan which includes a land use element (including a land use map), housing element, capital facilities plan element, utilities element, and transportation element (including transportation system map[s]); and

WHEREAS, the GMA also requires the City of Federal Way to adopt development regulations implementing its comprehensive plan; and

WHEREAS, the Federal Way City Council adopted its comprehensive plan with land use map (the "Plan") on November 21, 1995, and adopted development regulations and a zoning map implementing the Plan on July 2, 1996; and subsequently amended the comprehensive plan, land use map, and zoning map on December 23, 1998, September 14, 2000, and November 1, 2001; and March 27, 2003; and

WHEREAS, under RCW 36.70A.130, by December, 2004, all jurisdictions within Washington State must take action to review and, if needed, revise its comprehensive plan and development regulations to ensure that they comply with the GMA; and

WHEREAS, the City may consider Plan and development regulation amendments pursuant to Article IX, Chapter 22 of the *Federal Way City Code* (FWCC); and

WHEREAS, under RCW 36.70A.130, the Plan and development regulations are subject to continuing review and evaluation, but the Plan may be amended no more than one time per year; and

WHEREAS, the Council shall be considering three separate actions to amend the Plan, all of which will be acted upon simultaneously in order to comply with RCW 36.70A.130; and

WHEREAS, these actions include adoption of a Potential Annexation Area (PAA) Subarea Plan, which will replace Chapter 8, Potential Annexation Areas of the Federal Way Comprehensive Plan and address certain comprehensive plan text changes pertaining to the Community Business (BC) comprehensive plan designation and zoning; and

WHEREAS, these actions include deletion of the planned extension of Weyerhaeuser Way South, north of South 320th Street, shown on Map III-27B from the Comprehensive Plan and deletion of this project from Table III-19 (Regional CIP Project List); and

WHEREAS, these actions include a change in comprehensive plan designation and zoning from Business Park (BP) to Multifamily Residential 3600 (RM 3600) through adoption of an associated concomitant and development agreement and development plan for 49.97 acres located south of S. 336th Street between Pacific Highway South and Interstate 5, referred to herein as the Christian Faith Center Property; and

WHEREAS, in 2000, the City of Federal Way accepted requests for amendments to the text and maps of the comprehensive plan and applications for site-specific changes to the Plan's land use map and the City's zoning map, and considered amendments to the text and maps of the comprehensive plan and to the Plan's land use map and the City's zoning map, including a request to change the Christian Faith Center Property from Business Park (BP) to Multifamily Residential 3600 (RM 3600); and

WHEREAS, on July 4, 2001, the City SEPA Responsible Official issued a Determination of Nonsignificance on the proposed Plan and zoning map amendment; and

WHEREAS, Pursuant to FWCC Section 22-1660, development agreements associated with a comprehensive plan designation and related zoning change may be used at the City Council's discretion, where

the project is larger in scope and has potentially larger impacts than normal, or where the City Council may desire to place certain restrictions on the proposal; and

WHEREAS, A Concomitant Agreement and Development Agreement has been prepared for the proposed project on the Christian Faith Center Property (the “Project”) in order to fully address and mitigate all identified impacts associated with the project, and the Concomitant Agreement allows for a rezone of the property but limits the allowable use of the property to a church, a school, and accessory uses, and the Agreement is accompanied by a Development Plan (*Exhibit B* to the Agreement) as required by FWCC Section 22-1669, and prepared in accordance with FWCC Section 22-1664; and

WHEREAS, Pursuant to the State Environmental Policy Act (SEPA), the City issued Draft and Final Environmental Impact Statements (EIS) for the Project on November 18, 2003, and March 3, 2004, and EIS Addenda on April 16, 2004 and May 21, 2004, and four public meetings were conducted during the environmental review process for the proposed Project which included an EIS Scoping Meeting on August 27, 2002, Neighborhood Traffic Meeting on May 8, 2003, Draft Environmental Impact Statement (DEIS) hearing on December 12, 2003, and City Council EIS briefing on March 15, 2004; and

WHEREAS, the proposed Plan and zoning map changes address all of the goals and requirements set forth in the GMA; and

WHEREAS, the proposed Concomitant and Development Agreement and Development Plan address all of the goals and requirements set forth in the FWCC; and

WHEREAS, the City of Federal Way, through its staff, Planning Commission, City Council committees, and full City Council has received, discussed, and considered the testimony, written comments, and material from the public, as follows:

1. The City’s Planning Commission considered the request for amendment to the comprehensive plan at public hearings held on July 18, 2001, August 15, 2001, and September 19, 2001, following which it forwarded a recommendation to the City Council; and

2. The Land Use and Transportation Committee of the Federal Way City Council considered the proposed site-specific changes to the Plan's land use map and the City's zoning map on October 1, 2001 at which time it requested a development agreement and development plan be prepared for the Project; and

3. The full City Council considered the proposed change to the Plan's land use map and the City's zoning map and the associated Concomitant and Development Agreement and Development Plan on May 24, 2004, and June 15, 2004; and

WHEREAS, the City Council desires to adopt the changes to the Plan's land use map and City's zoning map and associated Concomitant and Development Agreement and Development Plan;

NOW, THEREFORE, the City Council of the City of Federal Way, Washington, does hereby ordain as follows:

Section 1. Findings and Conclusions.

A. The proposed amendment to the comprehensive plan land use map, as set forth in Exhibit A hereto, reflects new or updated information developed since the initial adoption of the comprehensive plan. It bears a substantial relationship to public health, safety, and welfare; is in the best interest of the residents of the City; and is consistent with the requirements of RCW 36.70A, the King County Countywide Planning Policies, and the unamended portion of the Plan. The amendment, as mitigated, is compatible with adjacent land uses and surrounding neighborhoods and will not negatively affect open space, streams, lakes or wetlands, or the physical environment in general. It will allow for growth and development consistent with the Plan's overall vision and with the Plan's land use element household and job projections, and/or will allow reasonable use of property subject to constraints necessary to protect environmentally sensitive areas. It therefore bears a substantial relationship to public health, safety, and welfare; is in the best interest of the residents of the City; and is consistent with the requirements of RCW 36.70A, the King County Countywide Planning Policies, and the unamended portion of the Plan.

B. The proposed amendment to the Zoning Map, set forth in Exhibit B, attached hereto, adopted pursuant to the concomitant agreement, is consistent with the applicable provisions of the comprehensive plan and the comprehensive plan land use map proposed to be amended in Section 2 below, bears a substantial relation to public health, safety, and welfare, and is in the best interest of the residents of the City.

C. The Concomitant and Development Agreement and Development Plan, as set forth in Exhibit C, attached hereto, is consistent with RCW 36.70B, RCW 43.21C, and FWCC Chapter 22, Article XXI.

D. Additional Findings and Conclusions are attached as Exhibit D and incorporated herein by this reference as if set forth in full.

Section 2. Comprehensive Plan Amendments Adoption. The 1995 City of Federal Way comprehensive plan, as thereafter amended in 1998, 2000, 2001, and 2003, including its land use element map, copies of which are on file with the Office of the City Clerk, hereby are and shall be amended as set forth in Exhibit A attached hereto and is hereby incorporated by this reference as if set forth in full.

Section 3. Zoning Map Amendments Adoption. The 1996 City of Federal Way Official Zoning Map, as thereafter amended in 1998, 2000, 2001, and 2003 is hereby amended as set forth in Exhibit B, pursuant to the Concomitant and Development Agreement, and is hereby incorporated by this reference as if set forth in full.

Section 4. Concomitant and Development Agreement and Development Plan Adoption. The Concomitant and Development Agreement and Development Plan, attached as Exhibit C, is hereby adopted and incorporated herein by this reference as if set forth in full.

Section 5. Amendment Authority. The adoption of Plan amendments is pursuant to the authority granted by Chapters 36.70A and 35A.63 RCW, and pursuant to FWCC Section 22-541. The adoption of the Concomitant and Development Agreement and Development Plan is pursuant to the authority granted by Chapter 36.70B RCW and pursuant to FWCC Chapter 22, Article XXI.

Section 6. Severability. The provisions of this ordinance are declared separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion of this ordinance, or the invalidity of the application thereof to any person or circumstance, shall not affect the validity of the remainder of the ordinance, or the validity of its application to other persons or circumstances.

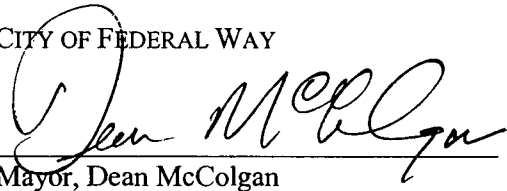
Section 7. Savings Clause. The 1995 City of Federal Way Comprehensive Plan, and 1996 Zoning Map, as thereafter amended in 1998, 2000, 2001, and 2003 shall remain in full force and effect until the amendments thereto become operative upon the effective date of this ordinance.

Section 8. Ratification. Any act consistent with the authority and prior to the effective date of this ordinance is hereby ratified and affirmed.

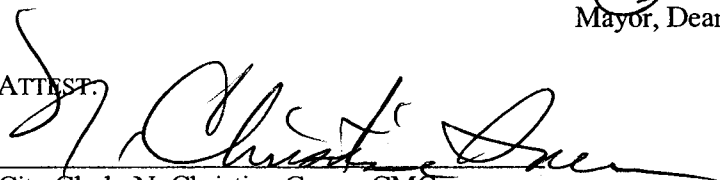
Section 9. Effective Date. This ordinance shall take effect and be in force five (5) days from and after its passage, approval, and publication, as provided by law.

PASSED by the City Council of the City of Federal Way this 20th day of July, 2004.

CITY OF FEDERAL WAY


Mayor, Dean McColgan

ATTEST:


City Clerk, N. Christine Green, CMC

APPROVED AS TO FORM:


City Attorney, Patricia A. Richardson

| | |
|-----------------------------|-----------------|
| FILED WITH THE CITY CLERK: | <u>06/28/04</u> |
| PASSED BY THE CITY COUNCIL: | <u>07/20/04</u> |
| PUBLISHED: | <u>07/24/04</u> |
| EFFECTIVE DATE: | <u>07/29/04</u> |
| ORDINANCE NO: | <u>04-461</u> |

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ORD # 04-461, PAGE 6



Puget Sound

COMPREHENSIVE PLAN DESIGNATIONS

- Federal Way City Limits
- Potential Annexation Area
- City Center Core
- City Center Frame
- Corporate Park
- Office Park
- Professional Office
- Commercial/Recreation
- Business Park
- Neighborhood Business
- Community Business
- Parks and Open Space
- Multi-Family
- Single Family-High Density
- Single Family-Medium Density
- Single Family-Low Density

0 1 Mile

EXHIBIT "A"

ZONING MAP

- Federal Way City Limits
- Potential Annexation Area

Single Family Zones

- SE - Suburban Estates (1 unit/5 acres)
- RS 35.0 - (1 unit/35,000 Sq. Feet)
- RS 15.0 - (1 unit/15,000 Sq. Feet)
- RS 9.6 - (1 unit/9,600 Sq. Feet)
- RS 7.2 - (1 unit/7,200 Sq. Feet)
- RS 5.0 - (1 unit/5,000 Sq. Feet)

Multi-Family Zones

- RM 3600 - (1 unit/3,600 Sq. Feet)
- RM 2400 - (1 unit/2,400 Sq. Feet)
- RM 1800 - (1 unit/1,800 Sq. Feet)

Office Zones

- PO - Professional Office
- OP - Office Park
- OP-1 - Office Park 1
- OP-2 - Office Park 2
- OP-3 - Office Park 3
- OP-4 - Office Park 4
- CP-1 - Corporate Park

Commercial/Business Zones

- CC-C - City Center Core
- CC-F - City Center Frame
- BC - Community Business
- BN - Neighborhood Business

Business Park Zone

- BP - Business Park



EXHIBIT "B"

EXHIBIT C

CONCOMITANT AND DEVELOPMENT AGREEMENT AND DEVELOPMENT PLAN

**CONCOMITANT AGREEMENT
AND
DEVELOPMENT AGREEMENT**

**BETWEEN THE CITY OF FEDERAL WAY AND THE CHRISTIAN FAITH CENTER FOR
DEVELOPMENT OF CHURCH AND PRIVATE SCHOOL**

JULY 20, 2004

The City of Federal Way ("City") and the Christian Faith Center ("CFC"), a Washington nonprofit corporation, collectively referred to herein as "the Parties", enter into the following concomitant agreement and development agreement ("Agreement") regarding the rezoning of certain property and the scope of permissible development, use, and mitigation of environmental impacts associated with the campus development of a church and private school ("Project"), through construction of the buildings and related improvements on the CFC property.

The agreement is both a concomitant agreement and a development agreement. The concomitant agreement allows for a rezone of certain property subject to development standards and conditions governing the use of the property. The development agreement provides the developer with certainty regarding the local regulations and mitigation requirements that will govern development for a specified project. The concomitant agreement is a condition to and limitation upon the rezone of the property, if adopted by the City Council. That is, if the site is rezoned subject to concomitant agreement, its use and development is restricted both by the regulations applicable to the new zoning classification and the provisions of the concomitant agreement, and where development standards in the agreement are more restrictive, they govern property development. The development of the property is conditioned and limited by both the development agreement and concomitant agreement, and they have been combined into one document.

1. **Location.** CFC is the owner of certain real property situated in Federal Way, Washington, located south of South 336th Street between SR-99 and Interstate 5 (the "Property"). The Property is more particularly described on Exhibit A attached hereto and incorporated herein by this reference.
2. **Project Description.** The Project consists of development of a 218,500 square foot building for church sanctuary/school auditorium/administrative services a 101,526 square foot private school building, and associated parking and recreational and athletic fields as depicted on the Development Plan, attached hereto as Exhibit B and incorporated herein by this reference (the "Plan" or "Development Plan").
3. **Concomitant Agreement.** If the Property is rezoned from Business Park (BP) to RM 3600 by the Federal Way City Council, CFC and the City agree that the Property may be developed only in accordance with the standards and mitigation set forth in the Agreement. The Property shall be developed as described in the Agreement, and as depicted in the Development Plan. The allowable use of the property shall be limited to that described in the Agreement. All development standards, including mitigation, identified in the Agreement shall apply to Property development. No development on the Property shall be inconsistent with the Agreement or City Code. The Property is subject to the Agreement, and shall be developed only in accordance with the development standards identified within the Agreement, including the Development Plan (except for minor modifications permitted by Section 10 of the Agreement), unless and until the Agreement is amended or rescinded, as authorized by the City.

4. **Development Agreement.** The Agreement is authorized by RCW 36.70B.170 through .210 and FWCC 22-1660 through 22-1680. It addresses Project development standards, which are defined in the statute to include, for example, impact fees, mitigation, design standards, phasing issues, review procedures, vesting issues, and any other appropriate development requirements.¹ The Agreement provides the City and CFC with certainty as to the type of Project that will be built, the type of mitigation that will be provided, and the development regulations to which the Project will vest.

The Project is consistent with current local regulatory requirements.² As authorized by state statute,³ the Agreement identifies mitigation under City codes and the State Environmental Policy Act (Chapter 43.21C RCW, "SEPA") required for the project.

5. **Vesting.** City development regulations, as found in the Federal Way City Code (FWCC) or otherwise legislatively adopted⁴, and the mitigation measures adopted herein shall govern the Project for a period of five years, dating from execution of the Agreement. Any amendments or additions made to City development regulations during the five year period shall not apply to or affect the development, except as otherwise provided, or if other county, state or federal laws preempt the City's authority to vest regulations. The City reserves the authority to impose new or different officially adopted regulations to the extent required by a serious threat to the public health and safety.⁵ After the five-year period, amendments or additions made by the City to these development regulations and the mitigation measures adopted herein shall apply to any subsequent or further development of the Property. Otherwise, the Property and the uses thereof that are developed consistent with this Agreement shall be deemed legal, nonconforming uses. Provisions of the Agreement, including specifically identified development standards and mitigation measures, do not terminate after the five-year period and continue to restrict development of the Property unless and until amended by the City.

6. **Project Mitigation Under SEPA.** The Project has been subject to detailed environmental review. A Final Environmental Impact Statement ("FEIS") was issued on March 3, 2004 and addenda were issued April 16, 2004 and May 21, 2004. Mitigation of significant adverse environmental impacts imposed under SEPA, through the City's SEPA regulations, is incorporated into the Agreement.

7. **Development of CFC Property.**

7.1 **Permitted Uses.** CFC covenants and agrees that it will limit any use of the Property to the church and school uses, as depicted in the Development Plan, attached as Exhibit B. Both the church and school are classified as principal uses for application of FWCC Sections 22-671 and 22-674. Accessory uses shall be limited to those approved as a part of this Agreement and shown on the attached Plan or List of Permitted Accessory Uses, attached as Exhibit C, or any accessory use determined by the Director of Community Development Services to be allowed, or analogous to an allowed accessory use, in the RM 3600 zone.

7.2 **Relationship Between City Development Regulations and Development Standards Identified in Agreement.** Development Regulations include all provisions of the Federal Way City Code (FWCC), including without limitation FWCC Chapters 18 through 22. The Development Regulations for the Property include those applicable to the RM 3600 zone and as

¹ RCW 36.70B.170(3).

² RCW 36.70B.170(1).

³ RCW 36.70B.170(3)(c).

⁴ Legal requirements include legislatively adopted standards governing development, such as zoning, building and development regulations, impact fees, SEPA regulations and substantive SEPA policies, and other laws, ordinances or policies.

⁵ See RCW 36.70B.170(4).

set forth in the Agreement. The Agreement establishes site specific development standards, including mitigation. Property development shall be consistent with both development regulations and the development standards identified in the Agreement. Where the development standards in the Agreement are more restrictive, they shall govern development of the Property, as specified herein.

7.3 **Construction Phasing.** Project construction shall be limited to two phases. Phase One shall comprise construction of the building for the church sanctuary, auditorium, meeting rooms and administrative offices, and the first 81,323 square feet of the school building, together with all on-site and off-site improvements required by this Agreement and by the conditions of any related permit approval. Phase Two shall comprise construction of a future second-story 20,203 square foot addition to the school building. Each phase, with the exception of improvements completely within the interior of a building, must be substantially completed within twenty-four (24) months of issuance of the building permit for that phase, except for delays beyond the control of CFC and approved by the Director of Community Development Services which approval shall not be unreasonably withheld. Project construction shall be completed within five years of the execution of this Agreement, except for delays beyond the control of CFC and approved by the Director of Community Development Services which approval shall not be unreasonably withheld.

8. **Settlement Agreement.** The Parties shall be bound by the Settlement Agreement between the City of Federal Way and Federal Way Industrial Park, Inc., dated February 5, 1996, attached hereto as Exhibit D and incorporated herein by this reference. The Settlement Agreement provides certain development standards and other provisions applicable to use and development of the Property, which are consistent with the terms of this Agreement. The terms of this Agreement shall control over any inconsistent terms in the Settlement Agreement.

9. **Development Standards, Including Mitigation.** The Project shall be consistent with all specified development standards. CFC shall construct, install or implement, as part of Project Construction, all mitigation required by the Agreement. The City Council has reviewed the EIS and the record. Mitigation has been developed based on these documents.

9.1 **Project Design and Site Configuration.**

9.1.1 **Building Setback.** All site improvements shall be setback from South 336th Street a minimum of 50 feet. The property bordering South 336th Street shall be deemed the front yard for purposes of this Agreement. Remaining rear and side setbacks for the church building shall be 30 feet from any property line or right-of-way. Remaining side and rear setbacks for the school building, ball fields, and any playground equipment shall be 50 feet from any property line or right-of-way.

9.1.2 **Building Height.** The maximum allowed height of single-story elements of the church building is 35 feet above average building elevation (ABE), with up to three additional feet allowed for articulated cornices; the maximum allowed height for second-story elements containing offices, classrooms, library and similar uses is 40 feet above ABE. The maximum height of the school building is 40 feet above ABE with up to three additional feet allowed for articulated cornices. The maximum allowed height for the church sanctuary/school auditorium portion of the building and the gymnasium is 55 feet above ABE.

9.1.3 Landscaping. CFC shall provide an approved landscape plan, prior to issuance of the Phase One building permit, incorporating the following features. The landscape plan shall be prepared by a landscape architect in consultation with a habitat biologist, whose recommendations shall be incorporated into the plan.

9.1.3.1 Perimeter Landscaping. CFC shall provide a combination of existing and new native landscaping to accomplish Type III landscaping along all property lines and public rights-of-way and access easements. Along South 336th Street, landscaping shall be 50 feet in width consisting of 25 feet of a combination of Existing Native and Type III landscaping and 25 feet of Type IV landscaping. Along all other property lines associated with that portion of the Property containing the church, landscaping shall be 15 feet in width consisting of 10 feet of a combination of Existing Native and Type III landscaping and 5 feet of Type IV landscaping. Wetlands and wetland buffers which are vegetated in accordance with a City approved wetland mitigation plan and landscape plan and which are in excess of fifty (50) feet between the development and the property line shall be deemed to have satisfied the landscaping requirements of that property line.

9.1.3.2 Detention Pond Landscaping. Landscaping around detention ponds shall comply with the approved landscape plan and include at a minimum provision for dense bank cover and trees larger than the minimum required by FWCC to provide shade and reduce water temperature. For purposes of this Agreement, the term "larger" means deciduous trees larger than 3 inch caliper and evergreen trees taller than eight feet.

9.1.3.3 Habitat Retention. CFC shall provide a fifty (50) foot wide wildlife corridor from the west wetland to the east wetland with small animal culvert crossings under proposed roads and water ponding areas along the wildlife corridor, at a spacing of approximately 200 feet, to provide drinking areas for small animals.

9.1.4 Parking.

9.1.4.1 Setback. Parking shall be permitted within the required side and rear yards, but not within 10 feet of any property line associated with the school or within 15 feet of any property line associated with the church or within any required buffer.

9.1.4.2 Number of Stalls. CFC shall provide a minimum of 1,406 parking stalls and a maximum of 1,540 parking stalls.

9.1.4.3 Parking Dimensions. Maximum parking lot and stall dimensional requirements shall be equivalent to corresponding minimum FWCC requirements except as modified by the attached Exhibit E.

9.1.4.4 Overflow Parking/Special Events. Overflow parking shall be permitted only pursuant to a parking plan approved by the Director of Public Works. CFC

shall develop and submit a plan for approval by the Director of Public Works prior to special events to manage overflow parking through an arrangement with an appropriate transit provider or local hosts for shared use of additional off-site parking spaces and shuttle transportation connecting the overflow parking areas and the site during special events or in the event of recurring overflow parking conditions. CFC shall be responsible for all costs associated with traffic control including, but not limited to, flaggers, police officers, signs, and shuttle transportation.

9.1.5 Size Limitation.

9.1.5.1 School. The school structure shall be limited to 101,526 square feet, including 81,323 square feet in Phase One and 20,203 square feet in Phase Two, as depicted in the attached Conceptual Floor Plan, Exhibit F. The day care shall be located in the main church/sanctuary/administration building and shall be limited to 33,000 square feet. Based on these maximum square footages, total enrollment of the school and daycare shall be limited to a maximum of 900 full-time students.

9.1.5.2 Sanctuary. Sanctuary occupancy shall conform to all applicable local, state and federal laws and regulations and shall not exceed 4,500 occupants.

9.1.5.3 College. The Dominion College shall be considered an accessory use to the church and as such shall primarily serve CFC students and staff and members of the CFC congregation. The Dominion College shall be limited to 23,000 square feet as depicted in the attached Conceptual Floor Plan, Exhibit F. Based on this square footage, enrollment shall be limited to a maximum of 225 students.

9.1.5.4 Recreation Areas. Exterior recreation and play areas shall be provided in a minimum amount of 27,026 square feet in the school yard, a minimum 100,000 square feet in the recreation/sports field, and 4,613 square feet in the church day care area. Such minimum areas shall be permanently maintained as recreation and play areas.

9.2 Operational Limitations. CFC operations shall be consistent with the schedule and restrictions listed below. Changes in the below schedule, which was provided by the applicant, shall be reviewed under FWCC 22-1680 to ensure that the project remains consistent with the review completed under SEPA and the FWCC. Minor modifications may be approved by the Director of Community Development Services, as specified in FWCC 22-1680.

9.2.1 Church Service Hours. Church services shall be limited to one weekday evening service (typically on Wednesdays) which shall not begin before 6:30 p.m. and Sunday church services shall be separated by at least one and one-half hours between services.

9.2.2 Dominion College Hours. Dominion College classes shall not be held on weekends or between the hours of noon and 6:30 p.m. weekdays.

9.2.3 Bible Study Hours. Bible Study classes shall be held only weekdays before noon.

9.2.4 School Hours. School classes shall be completed no later than 3:30 p.m. daily.

9.2.5 Holiday Services/Special Events. Holiday services and special events shall be scheduled consistent with the approved Traffic Management Plan (TMP) required by 9.4.12 and consistent with 9.1.4.4.

9.3 Construction Mitigation.

9.3.1 Erosion Sediment Control. CFC shall designate and provide an onsite Erosion Sediment Control (ESC) Supervisor approved by the Director of Public Works, who possesses a Construction Site Erosion and Sediment Control Certification by the Washington State Department of Transportation (WSDOT). This ESC Supervisor shall be available for the duration of the project. The qualifications and responsibilities of the ESC Supervisor are outlined in the 1998 King County Surface Water Design Manual (KCSWDM) and City of Federal Way Addendum. The Director of Public Works may further limit clearing and grading activities on the site based on recommendations from the ESC Supervisor and requirements of the KCSWDM.

9.3.2 Stormwater Pollution Prevention Plan. A construction Stormwater Pollution Prevention Plan (SWPPP) shall be provided by CFC and reviewed and approved by the Director of Public Works prior to issuance of any construction permits or authorizations. Construction phasing shall be included in this plan. CFC has proposed several BMP's which shall be captured in the SWPP plan including, but not limited to, confining refueling and equipment maintenance to a hard-surface staging area with spill containment features and a spill clean-up kit, and pipe slope drains used to convey storm water over steep slopes.

9.3.3 Clearing and Grading. Clearing and grading shall be allowed only pursuant to a phased construction plan approved by the Director of Public Works. Clearing and grading shall occur only between May 1 and September 30 unless otherwise approved by the Director of Public Works.

9.4 Traffic Mitigation. CFC shall perform, as part of Project construction and prior to issuance of certificate of occupancy unless otherwise noted, the following traffic mitigation as required and approved by the Director of Public Works.

9.4.1 CFC shall reconstruct 18th Avenue South from the existing berm to S 344th Street to a modified street section, consisting of 24 foot wide street with vertical curb and gutter, 5-foot sidewalks, and two additional street lights mounted on existing power poles, consistent with the attached Exhibit G-1. Traffic calming elements shall be installed, including 2 speed humps, 1 crosswalk, bulb outs at the intersection of 18th Avenue South and S 341st Street and 18th Avenue South and S 344th Street to narrow the throat width of 18th Avenue South to 20 feet, and street signage shall be installed to address no through truck traffic, children playing, speed humps, crosswalk and speed limit.

9.4.2 CFC shall improve S 344th Street from 16th Avenue S to 18th Avenue S consistent with the attached Exhibit G-2. Construction shall consist of Type R Street. The north side shall consist of a 40 foot wide street with curb and gutters, 4 foot planter strip with

street trees, 6 foot sidewalk, and street lights. The improvements shall be tied into the existing improvements to the west end of S 344th Street to the east side of the intersection of S 344th Street and 16th Avenue S. On the south side, only curb and gutter shall be required. CFC shall construct improvements within existing right-of-way.

9.4.3 CFC shall improve S 344th Street through the intersection of 16th Avenue S and shall signalize the intersection of S 344th/16th Ave S consistent with the attached Exhibit G-3. CFC shall construct improvements within existing right-of-way.

9.4.4 CFC shall construct street improvements consistent with the attached Exhibit G-4 to signalize the intersection of SR 99 and S 344th Street and provide a westbound-to-southbound left-turn lane within existing right-of-way. If delays beyond the control of CFC and the City prevent the completion of these improvements by the time of issuance of certificate of occupancy, CFC may obtain a certificate of occupancy subject to the Public Works Director requiring temporary traffic control measures for up to one hour following the end of each Sunday service until such time that the traffic signal is operational.

9.4.5 CFC shall perform a sight distance study, propose a conceptual intersection plan for the intersection of 20th Avenue S at S 341st Street to be approved by the Director of Public Works, and construct improvements as determined by the Director of Public Works.

9.4.6 CFC shall construct street improvements along S 336th Street consistent with the attached Exhibits G-5 and G-6. The improvements shall be consistent with Type M street between SR 99 and 20th Avenue S, consisting of an 18-foot half-street with curbs and gutter, 6-foot planter strip with street trees, 8-foot sidewalk, street lights, underground utilities, and 3-foot utility strip. Improvements will be consistent with Type K street between 20th Avenue S and I-5, consisting of a 22-foot half-street with curb and gutter, 6-foot planter strip with street trees, 8 foot sidewalk, street lights, underground utilities, and 3-foot utility strip. A continuous two-way left-turn lane shall be provided between SR 99 and Forest Lane Town Homes frontage. Curbs and gutter, planter strip, and sidewalk shall also be provided on the north side between South Garden Court condominiums and Forest Lane Town Homes to tie into the existing improvements. An eastbound right-turn lane shall be provided on S 336th Street at 20th Avenue S, consisting of a 100-foot storage length and 50-foot taper length. These improvements may be modified by the Director of Public Works to minimize impacts to wetlands or minimize right-of-way acquisition.

9.4.7 CFC shall improve 20th Avenue S for a distance of 225 feet (175 feet of storage and 50 foot taper) to the North of the intersection of S 336th Street and signalize the intersection consistent with the attached Exhibit G-7.

9.4.8 CFC shall construct an eastbound right turn lane from S. 336th Street to 20th Avenue S.

9.4.9 CFC shall construct traffic calming elements on 20th Avenue S from S 336th Street to S 330th Street, including traffic circles at S 330th Street and S 332nd Street and an island diverter at S 336th Street to prevent northbound and southbound through movements, and construct a sidewalk on the east side of 20th Avenue S from S 336th

Street to tie in to the existing sidewalk, consistent with the attached Exhibits G-7 and G-8. CFC shall construct improvements within existing right-of-way.

9.4.10 CFC shall provide two transit shelters, shelter footings, litter receptacle pads, landing pads and benches, one located on 20th Avenue S in the existing location north of S 336th Street and one located on S 336th Street as determined by City staff with input from King County Metro and Pierce Transit.

9.4.11 Upon a one time request of the Director of Public Works, CFC shall develop and implement Sunday peak hour timing plans, based on turning movement counts for signal timing plans collected by CFC for the intersections of 20th Avenue S and S 336th Street, SR 99 and S 324th Street, SR 99 and S 330th Street, SR 99 and S 336th Street, SR 99 and S 340th Street, 16th Avenue S and S 344th Street, and SR 161 and S 348th Street.

9.4.12 CFC shall implement a Traffic Management Plan (TMP) for the Project as approved by the Director of Public Works.

9.4.13 CFC shall pay to the City Three Hundred Fifty Thousand and No/100 Dollars (\$350,000.00) to expand the City's existing project at the intersection of S 348th Street and SR 161 to provide for the construction of a second northbound right-turn lane with 550 feet of storage. Payment shall be made one year after receipt of the Certificate of Occupancy for Phase One of the Project or upon award of the bid to construct the turn lane whichever shall occur first.

9.4.14 CFC shall pay to King County its pro rata share contribution to the King County Transportation Improvement Plan (TIP) project at South 320th Street and Military Road in the amount of Six Hundred Forty-Seven and No/100 Dollars (\$647.00).

Except as provided above, CFC shall use its best efforts to acquire any and all right-of-way necessary to complete the improvements described in this Agreement. If, through no fault of CFC, CFC is unable to acquire right-of-way necessary to complete the improvements described, the City and CFC agree to meet and confer on possible alternatives. The Director of Public Works may modify the required improvements as necessary provided impacts are mitigated.

9.5 Payment of Pro Rata Share. CFC shall pay, prior to issuance of the certificate of occupancy for Phase One of its construction as defined in this Agreement, its pro rata share contribution to impacted City Transportation Improvement Plan (TIP) projects, identified and calculated below:

- S 348th Street: 9th Ave S – SR 99: \$60,500
- S 356th St: 1st Ave S – SR 99: \$50,200
- S 348th St @ 1st Ave S: \$13,100
- S 336th St @ 1st Way S: \$3000
- 12th Ave SW / SW 344th St Extension: SW Campus Dr – 21st Ave SW: \$38,700
- 1st Ave S: S 320th St – S 330th St: \$7600
- 21st Ave SW Extension: SW 356th St – 22nd Ave SW: \$2800
- SR 18 @ SR 161: \$24,800
- S 336th St @ 9th Ave S: \$1100

- o S 320th St @ I-5: \$34,100

Total \$235,900

9.6 Surface Water Mitigation. The following storm water mitigation, as required and approved by the Director of Public Works, shall be designed by CFC prior to issuance of construction permits or authorizations and constructed by CFC prior to issuance of certificate of occupancy.

9.6.1 CFC shall design and construct the east basin storm water detention pond to meet Level 2 flow control standards.

9.6.2 Consistent with the Process IV Hearing Examiner Decision, CFC shall design and construct all runoff from the Sanctuary roof for the 2 year storm event to be collected and dispersed through percolation trenches to maintain wetland hydrology in the westerly wetland.

9.6.3 CFC shall design and construct all surface water treatment facilities from the East and West 1 subcatchments to include the use of Stormwater Management® filter vault systems which meet or exceed Resource Stream Protection standards.

9.6.4 CFC shall design and construct storm water discharge facilities entering into wetlands or buffers as percolation or infiltration trenches and discharges to wetland buffers in a dispersed manner consistent with the Process IV Hearing Examiner Decision and as approved by the Director of Public Works.

9.6.5 CFC shall provide, prior to issuance of Building Permit, an Integrated Pest Management Plan as described in the Ecology Stormwater Manual (Ecology 2001). This source control BMP shall outline control of fertilizer and pesticide application, soil erosion, and site debris, and include the use of pesticides/herbicides only as a last resort.

9.7 Wetland Mitigation. CFC shall comply with all conditions contained in the Process IV Hearing Examiner Decision dated April 23, 2004 and attached hereto as Exhibit H.

10. **Other Project Review Processes and Minor Modifications.**

10.1 Other Project Review Processes. The Project will be subject to building permit review and other applicable review processes. The final design of the buildings and other improvements, precise location of building footprints, location of utilities, determination of access points, and other design issues will be determined during that process and must be consistent with the Agreement.

10.2 Modifications. Minor modifications to the Plan may be approved by the Director of Community Development Services and processed in accordance with FWCC 22-1680. Factors to be considered by the Director of Community Development Services when determining if a modification to the Plan is minor include but are not limited to the following.:

- a. Activity changes (excluding change of use of the principal use or expansion of accessory uses as specified herein) or increases in square footage of gross floor area as defined by

FWCC section 22-1 that do not result in significant additional or modified trip generation or distribution.

- b. Changes in the location or number of access points that do not impact traffic safety or modify trip distribution.
- c. Requests for modification of landscaping pursuant to FWCC 22-1570.
- d. Removal of significant trees in conjunction with other actions deemed minor.
- e. Addition of fewer than twenty parking stalls outside of areas containing “significant trees” as defined by FWCC.
- f. Exterior changes that do not significantly add to or alter approved architectural design.
- g. Actions that do not result in impacts to the environment pursuant to the State Environmental Policy Act requiring issuance of a mitigated threshold determination of nonsignificance.
- h. Actions that do not require review by the hearing examiner.

A modification is not minor if the Director of Community Development Services determines that there will be substantial changes in the impacts on the neighborhood or the city as a result of the change. Modifications that are not minor modifications are major modifications and shall require City Council approval pursuant to FWCC 22-1680.

11. Waiver and Mutual Release of Claims of Invalidity. The City and CFC acknowledge and represent that the terms of this Agreement have been jointly negotiated and that each party enters into this Agreement voluntarily. Further, CFC and the City agree that this Agreement is authorized under law and each party waives any claim that the Agreement is invalid or illegal. The agreements and representations in this Section are material to this Agreement and are being relied upon by both parties.

12. General Provisions.

12.1 Binding on Successors.

12.1.1 The Agreement shall bind and inure to the benefit of the Parties and their successors in interest, and may be assigned to any successor in interest to the Project property.

12.1.2 This Agreement is intended to protect the value of, and facilitate the use and development of, the Property and to protect the public health, safety, and welfare of the City. Therefore, the covenants set forth herein shall be construed to and do touch and concern the Property and the benefits and burdens inuring to CFC and to the City from this Agreement shall run with the land and shall be binding upon CFC, its heirs, successors, and assigns, and upon the City.

12.2 Governing Law. This Agreement shall be governed by and interpreted in accordance with the laws of the State of Washington. Venue for any action to enforce the terms of this Agreement shall be in King County Superior Court.

12.3 Severability. The provisions of this Agreement are separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion or the invalidity of the application thereof to any person or circumstance, shall not affect the validity of the remainder of this Agreement, or the validity of its application to other persons or circumstances.

12.4 Authority. The City and CFC each represents and warrants to the other that it has the respective power and authority, and is duly authorized, to execute and deliver this Agreement and that the persons signing on its behalf are duly authorized to do so. CFC further represents and warrants that it is the fee owner of the Property, that it has authority to agree to the covenants and provisions contained herein, and that there are no other persons, entities, or parties with any fee interest in the Property.

12.5 Amendment. This Agreement may be modified only by written instrument authorized by the City Council and duly executed by the City Manager and CFC, and their successors and assigns consistent with FWCC 22-1679; provided, however, notwithstanding the provisions of this Agreement to the contrary, the City of Federal Way may, without the agreement of CFC, adopt and impose upon the Property restrictions and development regulations different than those set forth herein, if required by a serious threat to public health and safety. Moreover, as provided in Section 5 of the Agreement, five years after the date of the execution of the Agreement, the City may elect, without the agreement of CFC, to apply development regulations in effect at that time to any development within the scope of the Agreement that has not been completed at that time.

12.6 Exhibits. All exhibits attached hereto are incorporated herein by this reference as if fully set forth herein.

12.7 Headings. The headings in this Agreement are inserted for reference only and shall not be construed to expand, limit or otherwise modify the terms and conditions of this Agreement.

12.8 Integration; Scope of Agreement. This Agreement and its exhibits represent the entire agreement of the Parties with respect to the subject matter hereof. There are no other agreements, oral or written, except as expressly set forth herein. This Agreement does not set forth all conditions applicable to the Project to the extent that additional conditions may be imposed as part of any permit issued by the City, as required by the Federal Way City Code as determined by the discretion of the Directors of the Departments of Community Development Services and/or Public Works.

12.9 Enforcement. Subject to the notice and cure provisions of this section, in the event either party fails to satisfy any of its obligations under this Agreement, the other party shall have the right to enforce this Agreement by an action at law for damages or in equity for specific performance. The Parties acknowledge that damages are not an adequate remedy for breach by either party. In addition to the remedies set forth herein, in the event of a breach of this Agreement by CFC, the City may enforce this Agreement under the enforcement provisions of the Federal Way City Code in effect at the time of the breach and/or it may terminate this Agreement and take action to amend the Comprehensive Plan and zoning designation of the Property. No party shall be in default under this Agreement unless it has failed to perform its duties or obligations under this Agreement for a period of thirty (30) days after written notice of default from the other party. A notice of default shall specify the nature of the alleged default and the manner in which the default may be cured. If the nature of the default is such that it cannot be reasonably cured within thirty (30) days, then a party shall not be deemed in default if the party commences a cure within thirty (30) days and, thereafter, diligently pursues completion of the cure.

12.10 Attorneys Fees. In any action brought to enforce this Agreement or for damages resulting from a breach thereof, the prevailing party as determined by the court, shall be entitled to recover its reasonable attorneys' fees.

12.11 Police Power. Nothing in this Agreement shall be construed to diminish, restrict or limit the police powers of the City granted by the Washington State Constitution or by general law. This Agreement is an exercise of the City's police powers, the authority granted under RCW 36.70B.170-.210, and other laws.

12.12 Recording; Assignment. The Agreement shall be recorded with the Real Property Records Division of the King County Records and Elections Department.

12.13 No Third Parties. The Agreement is made and entered into for the benefit of the parties hereto and their successors and assigns. No other person or entity is an intended third party beneficiary. No other person or entity shall have any right of action under this Agreement.

IN WITNESS WHEREOF the parties have hereunto placed their hand and seals on the day and year indicated.

CITY OF FEDERAL WAY,
a Washington municipal corporation

CHRISTIAN FAITH CENTER,
a Washington nonprofit corporation

BY: _____
David H. Moseley, City Manager

BY: _____
Casey Treat, President

Date: _____

Date: _____

ATTEST: This ____ day of _____, 2004.

N. Christine Green, CMC
Federal Way City Clerk

Approved as to Form
for City of Federal Way:

Approved as to Form
for Christian Faith Center:

City Attorney, Patricia A. Richardson

Brian Lawler
Lawler Burroughs & Baker, PC

STATE OF WASHINGTON)
)ss.
COUNTY OF KING)

On this day, personally appeared before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, Casey Treat to me known to be the President of CHRISTIAN FAITH CENTER, a Washington non-profit corporation, the corporation that executed the within and foregoing instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he/she is authorized to execute said instrument on behalf of said corporation.

Given under my hand and official seal this _____ day of _____, 2004.

(notary signature)

(typed/printed name of notary)

Notary Public in and for the State
of Washington.

My commission expires: _____

K:\CFC\documents\cfcdevagr072004

EXHIBIT A
TO CONCOMITANT AGREEMENT
AND
DEVELOPMENT AGREEMENT
LEGAL DESCRIPTIONS OF PROPERTY

PER CHICAGO TITLE CO. ORDER #553764

PARCELS 1-6,8-9,11,12-13 & TAX LOT #59 IN THE NORTH 1/2 OF THE NW 1/4 OF SEC. 21,
T21N, R4E, W.M., KING COUNTY, WASHINGTON

TAX LOT #59
PER STATUTORY WARRANTY DEED
REC. #9706091592

THE NORTHEAST QUARTER OF THE WEST HALF OF THE NORTHWEST QUARTER OF
THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 21,
TOWNSHIP 21 NORTH, RANGE 4 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY,
WASHINGTON; EXCEPT THE SOUTH 30 FEET THEREOF CONVEYED TO KING COUNTY
FOR SOUTH 341 ST. PLACE BY INSTRUMENT RECORDED UNDER NUMBER 8410170757,
SAID INSTRUMENT BEING A RE-RECORD OF INSTRUMENT RECORDED UNDER
RECORDING NUMBER 8111020670.

EXHIBIT B

TO CONCOMITANT AGREEMENT
AND
DEVELOPMENT AGREEMENT

CHRISTIAN FAITH CENTER
DEVELOPMENT PLAN

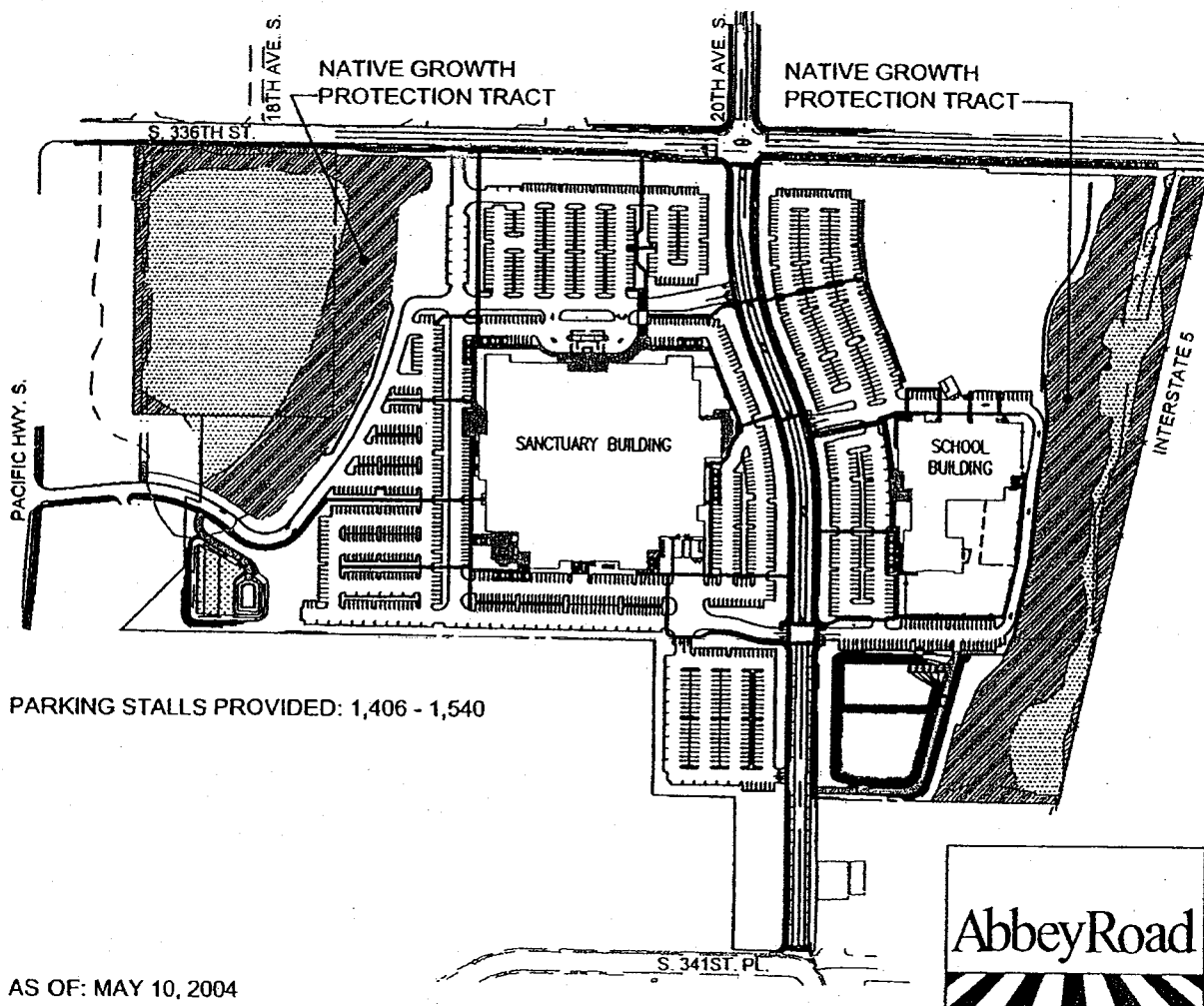


EXHIBIT C

TO CONCOMITANT AGREEMENT
AND
DEVELOPMENT AGREEMENT

LIST OF PERMITTED ACCESSORY USES

Christian Faith Center - Chart of Uses

| SANCTUARY FIRST FLOOR | | SF |
|--|---------------------|-------------|
| Sanctuary/School Auditorium (Includes Stage) 4,500 Seats | | 42,586.43 |
| Multi-purpose rooms | | 8,817.94 |
| Bookstore with Café | | 3,702.16 |
| Youth Church (Multi-purpose rooms/chapel) | | 14,095.82 |
| Children's Church (Chapels, classrooms) | 33,054 | = 15,489.99 |
| Daycare | | = 17,563.60 |
| Music Area - Choir Room (Room behind stage) | | 1,772.37 |
| Other Areas (Storage facilities, mechanical rooms, computer/phone room, TV/audio department, baptismal, kitchen, distribution center, hallways, facilities offices, wedding chapel, meeting room, bathrooms, etc.) | | 60,292.97 |
| Dominion College (Classrooms, offices) | | 2,581.72 |
| | 1st Floor Sub-total | 166,903.00 |
| SANCTUARY 2nd FLOOR | | SF |
| Dominion College (Future multi-purpose rooms, classrooms, library and staff offices) | | 21,062.82 |
| Administrative Offices | | 18,288.96 |
| Other Areas (Storage facilities, Hallways, Bathrooms, etc.) | | 12,245.22 |
| | 2nd Floor Sub-total | 51,597.00 |
| | Grand Total | 218,500.00 |
| CHRISTIAN FAITH SCHOOL | | SF |
| Christian Faith School (Private School) 900 Students | | 101,526.00 |
| | Sub-total | 101,526.00 |
| | Total | 101,526.00 |

EXHIBIT D

**TO CONCOMITANT AGREEMENT
AND
DEVELOPMENT AGREEMENT
SETTLEMENT AGREEMENT**

SETTLEMENT AGREEMENT

THIS AGREEMENT ("Agreement") made this 5th day of February, 1996, by and between the CITY OF FEDERAL WAY, a municipal corporation, hereinafter referred to as "CITY", and FEDERAL WAY INDUSTRIAL PARK, INC., a Washington corporation, hereinafter referred to as "FWIP".

WHEREAS, CITY commenced a Petition for Condemnation in the King County Superior Court under cause #95-2-19577-6; and

WHEREAS, the parties hereto have reached an agreement settling all claims in that condemnation action;

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. The CITY OF FEDERAL WAY shall be granted an irrevocable, exclusive and permanent easement in the form attached hereto as Exhibit "I" and incorporated herein by this reference ("Easement") granting to the City the free and uninterrupted use over, across and through certain real property ("Property") located in Federal Way, King County, Washington and legally described in Exhibit "A" to the Easement. The City's rights shall be exercised upon that portion of the Property legally described in Exhibit "B" to the Easement ("Easement Area.")

2. In consideration of the grant of the Easement by FWIP to the CITY and upon execution of this Agreement and satisfaction of the contingencies set forth in Paragraph 17, the CITY shall pay to FWIP the sum of Five Thousand and no/100 Dollars (\$5,000.00) simultaneously with the recording of the Easement.

COPY OF

ORIGINAL

Exhibit "II", attached hereto, and by this reference fully incorporated ("Wetland Buffer Area"). The Wetland Buffer Area shall be applicable to all future developments on the Property.

5. FWIP shall be allowed by the CITY to handle storm water retention/detention for any project on the Property, by constructing, in compliance with then-applicable codes (which as of this date are found in the King County Surface Water Design Manual) and at its expense, such conveyance systems as are reasonably necessary to provide for direct gravity flow drainage of storm water from the Property, to the storm water facility which the CITY is constructing on the Easement Area, so as to eliminate the need for storm water retention/detention on those portions of the Property which naturally drain to the Easement Area. FWIP'S right to allow such drainage shall be limited to waters which currently naturally drain to the Easement Area and shall be limited to the initial development of the Property and shall not be extended to any redevelopment of the Property. "Initial development" shall mean the initial development of each phase of all of the Property.

6. The CITY agrees that the Easement Area may, at the option of FWIP, be included in any calculation of open space required for the development of the Property. The Easement Area may, at the option of FWIP, also be included in computing maximum lot coverage for development of the Property. Nothing herein shall relieve FWIP from complying with the City's landscape or other requirements for development.

7. The CITY shall ~~pay all costs related to obtaining approval for and developing the Easement Area~~, as a storm water

request shall be reasonable in comparison to other similar proposals, such that the request is not used to circumvent the spirit of this provision.

11. CITY staff will support a proposal through lot line elimination to combine lot 2 and lot 3 of the short plat recorded under King County Auditor #8110300869 so as to be considered as one lot for development purposes.

12. CITY staff will support an application by FWIP to extend the parking lot improvements on lot 4 of the short plat recorded under King County Auditor #8110300869 into the Wetland Buffer Area up to the western toe of the slope of the berm forming the western boundary of the retention/detention facility, provided, that appropriate mitigation, determined pursuant to City codes, such as planting on the edge of the berm, is provided by FWIP. To the extent that the City staff requests mitigation for the loss of Wetland Buffer, said request shall be reasonable in comparison to other similar proposals, such that the request is not used to circumvent the spirit of this provision.

13. CITY staff will support a variance, pursuant to City codes, from the required lot size for lot 4 of the short plat recorded under King County Auditor #8110300869 to allow development of building improvements on said lot due to the limitations on the ability to combine lot 4 with other lots of the short plat.

14. CITY staff will support parking lot improvements in the portion of the Wetland Buffer Area south of the roadway of lot 2 of the short plat recorded under Auditor #8110300869 with appropriate mitigation costs, pursuant to City codes, to be provided by FWIP.

17. The obligations under this Agreement are conditioned upon and subject to final approval of this Agreement by the City Council of Federal Way.

18. This Agreement shall constitute the entire agreement between these parties. Any prior understanding or representation of any kind preceding the date of this Agreement shall not be binding on either party except to the extent incorporated in this document.

19. It is agreed that this Agreement will be governed by, construed and enforced in accordance with the Laws of the State of Washington.

20. Any modification of this Agreement or additional obligation assumed by either party in connection with this Agreement shall be binding only if evidenced by a writing signed by each party or an authorized representative of each party.

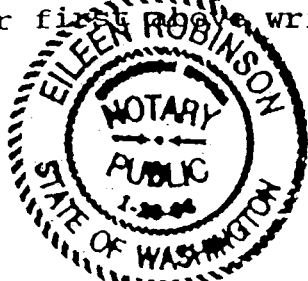
21. This Agreement may be executed in any number of counterparts, each of which shall be deemed to be an original, but all of which together shall constitute but one and the same instrument.

22. Except as otherwise expressly set forth in this Agreement, the rights and obligations of the parties shall be binding upon and inure to the benefit of their respective successors in interest and assigns.

23. In the event either of the parties defaults on the performance of any terms of this Agreement or either party places the enforcement of this Agreement in the hands of an attorney, or files a lawsuit, each party shall pay all its own attorney's fees,

INC., a Washington corporation, who executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute the said instrument and that the seal affixed the corporate seal of said corporation.

Witness my hand and official seal hereto affixed the day and year first above written.



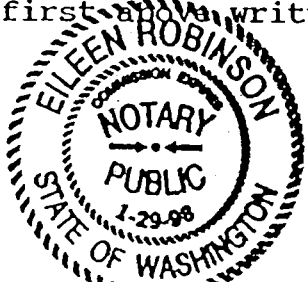
Eileen Robinson

NOTARY PUBLIC in and for the State of Washington, residing at Federal Way.
My appointment expires on 1-29-98.

STATE OF WASHINGTON)
 KING) ss.
COUNTY OF PIERCE)

On this 23rd day of February, 1996, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Kenneth E. Nyberg to me known to be the City Manager, respectively of the CITY OF FEDERAL WAY, a municipal corporation, who executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute the said instrument and that the seal affixed is the corporate seal of said corporation.

Witness my hand and official seal hereto affixed the day and year first above written.



Eileen Robinson

NOTARY PUBLIC in and for the State of Washington, residing at Federal Way.
My appointment expires on 1-29-98.

STATE OF WASHINGTON)
 King) ss.
COUNTY OF PIERCE)

On this 8 day of FEBRUARY, 1996, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Helmut Wallenfels, to me known to be the Senior Legal Counsel of WEYERHAEUSER COMPANY, a Washington corporation, who executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute the

FILED FOR RECORD AT REQUEST OF:

THIS SPACE RESERVED FOR
RECORDER'S USE:

Federal Way Industrial Park
(Applicant's Name)

MAIL TO:
CITY OF FEDERAL WAY
33530 1st Way South
FEDERAL WAY, WA 98003
ATTN: Londi K. Lindell

PERMANENT/EXCLUSIVE EASEMENT

For and in consideration of One Dollar (\$1.00) and other valuable consideration, the receipt of which is hereby acknowledged, Federal Way Industrial Park ("FWIP"), a Washington corporation ("Grantor"), grants, conveys and warrants to the CITY OF FEDERAL WAY, a Washington municipal corporation ("Grantee") for the purposes hereinafter set forth a perpetual, exclusive and permanent easement under, across and over certain real property (the "Property") located in Federal Way, Washington, legally described as follows:

Legal Description of Property attached hereto as Exhibit "A" and incorporated herein by this reference.

Except as may be otherwise set forth herein, Grantee's rights shall be exercised upon that portion of the Property ("Easement") legally described as follows:

Legal Description of Easement attached hereto as Exhibit "B" and incorporated herein by this reference.

1. **Purpose.** Grantee and its agents, designees and/or assigns shall have the perpetual, exclusive and permanent right, without prior notice to Grantor, at such times as deemed necessary by Grantee, to enter upon the Property to inspect, design, construct, reconstruct, operate, maintain, repair, replace, remove, grade, excavate, and enlarge all surface water facilities including, but not limited to, underground facilities and/or systems upon and/or under the Easement, together with all appurtenances thereto, including without limitation, outlet structures, control structures, pipes, catchbasins, manholes, retention and detention facilities, ponds, biofiltration swales, water quality treatment facilities, vaults and ditches ("Facilities"). Following the initial construction of the Facilities, Grantee may from time to time construct such additional facilities or improvements as it may require. Grantee shall have the right to flood the Easement. In addition to the foregoing, Grantee shall have the right to engage in any and all activities as if Grantee owned fee title to the Easement.
2. **Access.** If reasonable access to the Easement is not otherwise available, Grantee shall have the right of access to the Easement over and across the Property to enable Grantee to exercise its rights hereunder.
3. **Obstructions; Landscaping.** Grantee may remove any and all vegetation, trees, or other obstructions within the Easement, and may level and grade the Easement.
4. **Grantor's Use of Easement.** Except as hereafter provided, this Easement shall be exclusive to Grantee; provided, however, Grantor reserves the right to use the Easement in order to comply with City code requirements for open space, greenbelt or maximum lot coverage; provided, however, that such right does not include complying with the City's landscape code or other code requirements. Grantor may install, at its expense and in compliance with all applicable laws, such facilities as are reasonably necessary to provide for direct discharge of storm water from the Property to the Easement after obtaining all necessary permits. Grantor's right to use the Easement for purposes of calculating open space, green belts or maximum lot coverage shall not entitle Grantor to enter upon or disturb the Easement for any reason. Except as necessary to provide drainage facilities from the Property to the Easement, Grantor shall not perform digging, tunnelling or other form of construction activity on the Property, which would disturb the compaction or unearth the Facilities on the Easement, or endanger the lateral support to the Facilities. Grantor shall not blast within fifteen (15) feet of the Easement. Provided further as to the area described as "The East 175.5 feet of the North 30 feet of tract X of King County Short Plat No. 281074 and the South 30 feet of the Easement area of Lot 3 of the Plat," this Easement shall be non-exclusive and Grantor or its successors or assigns may construct a road and connect to existing utilities in said area, if done in compliance with applicable codes.

5. **Indemnification.** Grantor agrees to waive any and all claims relating to any damage to the Easement, including those resulting from surface water flooding and further to indemnify and hold Grantee, its elected officials, officers, employees, agents, and volunteers harmless from any and all claims, demands, losses, actions and liabilities (including costs and all attorney fees) to or by any and all persons or entities, including, without limitation, their respective agents, licensees, or representatives, arising from, resulting from, or connected with Grantor or Grantor's agents', employees', or invitees' negligent actions.

6. **Successors and Assigns.** The rights and obligations of the parties shall inure to the benefit of and be binding upon their respective successors in interest, heirs and assigns; provided, however, that Grantor's right to discharge storm water to the Easement shall be limited to waters which currently naturally drain to the Easement and shall only apply to the initial development of the Property and not to any redevelopment of the Property. All such redevelopment will be required to comply with all applicable laws and codes. "Initial development" shall mean the initial development of each phase of all of the Property.

7. **No Encumbrances.** Grantor shall maintain the Easement free of all encumbrances and defects and is prohibited from recording or taking any action which results in the recording of any lien, encumbrance or other defect against the Easement.

DATED THIS _____ day of _____, 1996.

GRANTOR

GRANTEE

FEDERAL WAY INDUSTRIAL PARK

CITY OF FEDERAL WAY

By: _____

By: _____
Kenneth E. Nyberg

Its: _____

Its: City Manager

MEYERHAEUSER COMPANY

APPROVED AS TO FORM:

By: _____

Its: Helmut Wallenfels
Senior Legal Counsel

Londi K. Lindell, City Attorney

STATE OF WASHINGTON)
) ss.
COUNTY OF _____)

On this _____ day of _____, 1996, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared _____, to me known to be the _____ of FEDERAL WAY INDUSTRIAL PARK, INC., the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he/she was authorized to execute said instrument and that the seal affixed, if any, is the corporate seal of said corporation.

WITNESS my hand and official seal hereto affixed the day and year first above written.

(typed/printed name of notary)
Notary Public in and for the State of Washington.
My commission expires: _____

STATE OF WASHINGTON)
) ss.
COUNTY OF _____)

On this _____ day of _____, 1996, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Kenneth E. Nyberg, to me known to be the City Manager of the City of Federal Way, a Washington municipal corporation, the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument.

WITNESS my hand and official seal hereto affixed the day and year first above written.

(typed/printed name of notary)
Notary Public in and for the State of Washington.
My commission expires: _____

STATE OF WASHINGTON)
) ss.
COUNTY OF _____)

On this _____ day of _____, 1996, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Helmut Wallenfels, to me known to be the Senior Legal Counsel of MEYERHAEUSER COMPANY, the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument and that the seal affixed, if any, is the corporate seal of said corporation.

WITNESS my hand and official seal hereto affixed the day and year first above written.

(typed/printed name of notary)
Notary Public in and for the State of Washington.
My commission expires: _____

EXHIBIT "A" TO
PERMANENT/EXCLUSIVE EASEMENT

PARCEL A:

Lot 3, King County Short Plat No. 281074, according to short plat recorded under King County Recording Number 8110300869, being a portion of the northwest quarter of the northwest quarter of Section 21, Township 21 North, Range 4 East, W.M., in King County, Washington.

PARCEL B:

Lot 4 of King County Short Plat No. 281074 according to short plat recorded under King County Recording Number 8110300869, being a portion of the northwest quarter of the northwest quarter of Section 21, Township 21 North, Range 4 East, W.M., in King County, Washington.

PARCEL C:

That portion of the northwest quarter of the northwest quarter of Section 21, Township 21 North, Range 4 East, W.M., in King County, Washington, described as follows:

Commencing at the northwest corner of said northwest quarter of the northwest quarter;
thence south $89^{\circ}13'33''$ east along the north line of said northwest quarter of the northwest quarter a distance of 261.26 feet;
thence south $00^{\circ}14'39''$ west a distance of 30.00 feet to the south right of way margin of South 336th Street and the TRUE POINT OF BEGINNING;
thence continuing south $00^{\circ}14'39''$ west a distance of 546.02 feet;
thence south $89^{\circ}13'33''$ east a distance of 399.45 feet;
thence north $00^{\circ}14'39''$ east a distance of 546.02 feet to the said south right of way margin of South 336th Street;
thence north $89^{\circ}13'33''$ west along said south right of way margin a distance of 399.44 feet to the TRUE POINT OF BEGINNING.

PARCEL D:

That portion of the northwest quarter of the northwest quarter of Section 21, Township 21 North, Range 4 East, W.M., in King County, Washington, described as follows:
Commencing at the northwest corner of said northwest quarter of the northwest quarter;
thence south $89^{\circ}13'33''$ seconds east along the north line of said northwest quarter of the northwest quarter a distance of 813.80 feet;
thence south $00^{\circ}14'58''$ west a distance of 30.00 feet to the south right of way margin of South 336th Street and the TRUE POINT OF BEGINNING;
thence continuing south $00^{\circ}14'58''$ west a distance of 670.67 feet;
thence north $89^{\circ}16'45''$ west a distance of 153.10 feet;
thence north $00^{\circ}14'39''$ east a distance of 670.81 feet to the said south right of way margin of South 336th Street;
thence south $89^{\circ}13'33''$ east along said south right of way margin a distance of 153.10 feet to the TRUE POINT OF BEGINNING;
EXCEPT that portion deeded to King County for South 336th Street under Recording Number 8609030322.

**LEGAL DESCRIPTIC
PROPOSED EASEMENT ACQUISITIONS ON
STRANICK-JOHNSON PARCEL NO. 212104-9084**

That part of Lot 3, King County Short Plat No. 281074, according to short plat recorded under King County Recording Number 8110300869, being a portion of the northwest quarter of the northwest quarter of Section 21, Township 21 North, Range 4 East, W.M., in King County, Washington.

Being described as follows:

Beginning at the northwest corner of said Lot 3 and the TRUE POINT OF BEGINNING;

thence south $88^{\circ}15'52''$ east a distance of 162.06 feet;

thence south $23^{\circ}35'30''$ west a distance of 231.61 feet to a point on a non-tangent curve having a radius of 300.00 feet;

thence along said curve to the right 32.63 feet through a central angle of $06^{\circ}13'56''$;

thence north $59^{\circ}09'15''$ west a distance of 27.40 feet to the beginning of a curve having a radius of 300.00 feet;

thence along said curve to the left 25.27 feet through a central angle of $04^{\circ}49'33''$;

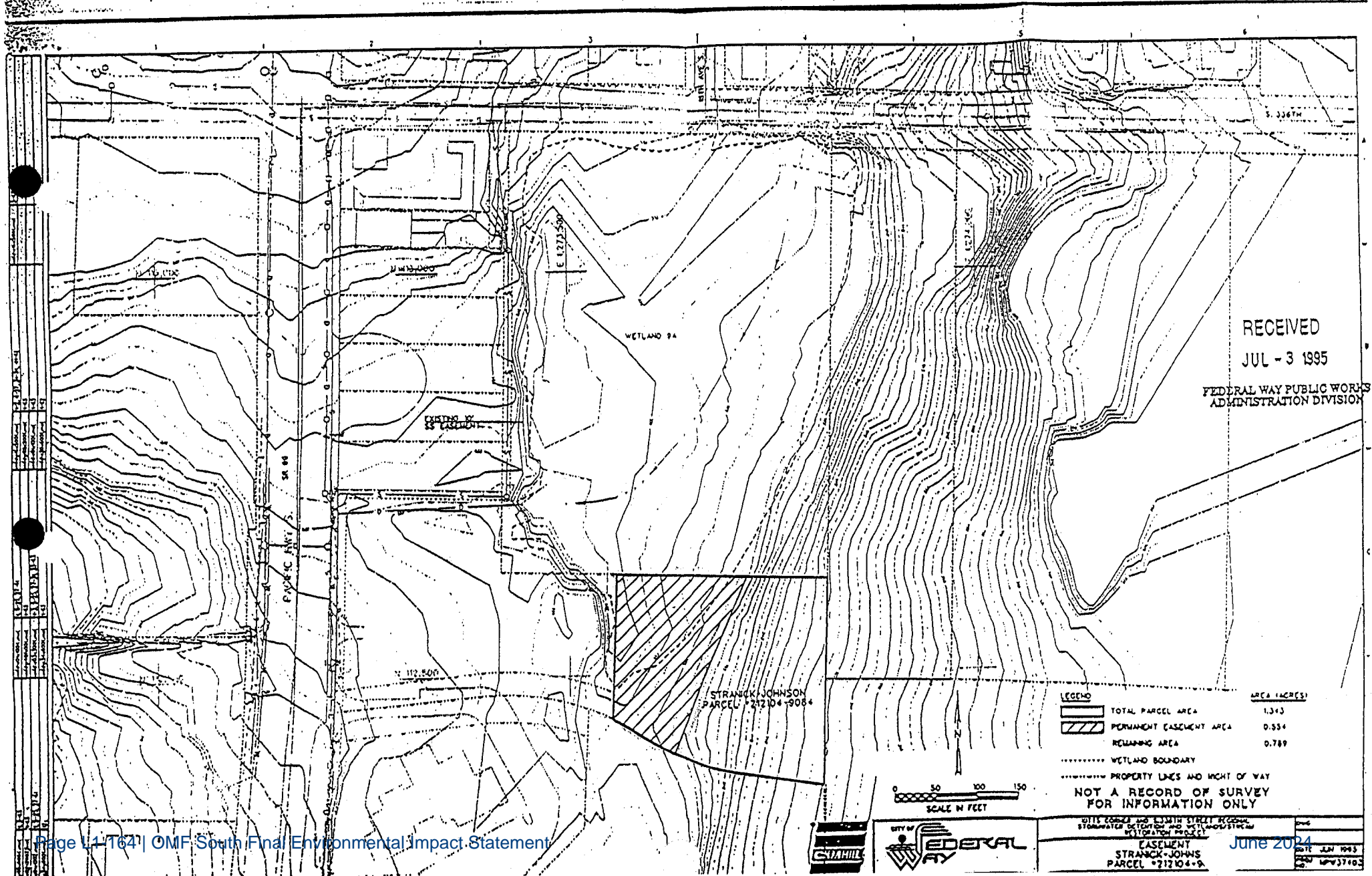
thence north $01^{\circ}44'08''$ east a distance of 175.99 feet to the TRUE POINT OF BEGINNING.

**EXHIBIT "B" TO
PERMANENT/EXCLUSIVE EASEMENT**

Pg. 1 of 8

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Pg. 2 of 8



**LEGAL DESCRIPTION
PROPOSED EASEMENT ACQUISITIONS ON
STRANICK-JOHNSON PARCEL NO. 212104-9026**

That part of Lot 4 of King County Short Plat No. 281074 according to short plat recorded under King County Recording Number 8110300869, being a portion of the northwest quarter of the northwest quarter of Section 21, Township 21 North, Range 4 East, W.M., in King County, Washington.

Being described as follows:

The North 30 feet of said Lot 4

Also

The East 140 feet of said Lot 4

Also

The East 175.50 feet of the North 30 feet of Tract X of said short plat No. 281074.

**EXHIBIT "B" TO
PERMANENT/EXCLUSIVE EASEMENT**

EXHIBIT "B" TO
PERMANENT/EXCLUSIVE EASEMENT

Pg. 4 of 8



**LEGAL DESCRIPTION
PROPOSED EASEMENT ACQUISITIONS ON
STRANICK-JOHNSON PARCEL NO. 212104-9067**

That portion of the northwest quarter of the northwest quarter of Section 21, Township 21 North, Range 4 East, W.M., in King County, Washington, described as follows:

Commencing at the northwest corner of said northwest quarter of the northwest quarter;
thence south 89° 13'33" east along the north line of said northwest quarter of the northwest quarter a distance of 813.80 feet;
thence south 00° 14'58" west a distance of 30.00 feet to the south right of way margin of South 336th Street;
thence north 89° 13'33" west along said south right of way margin a distance of 100.82 feet and the TRUE POINT OF BEGINNING;
thence south 00° 14'58" west a distance of 181.30 feet;
thence south 22° 37'48" west a distance of 137.29 feet;
thence north 00° 14'58" east to the south right of way margin a distance of 308.73 feet;
thence south 89° 13'33" east along said south right of way margin a distance of 52.29 feet to the TRUE POINT OF BEGINNING;
EXCEPT that portion deeded to King County for South 336th Street under Recording Number 8609030322.

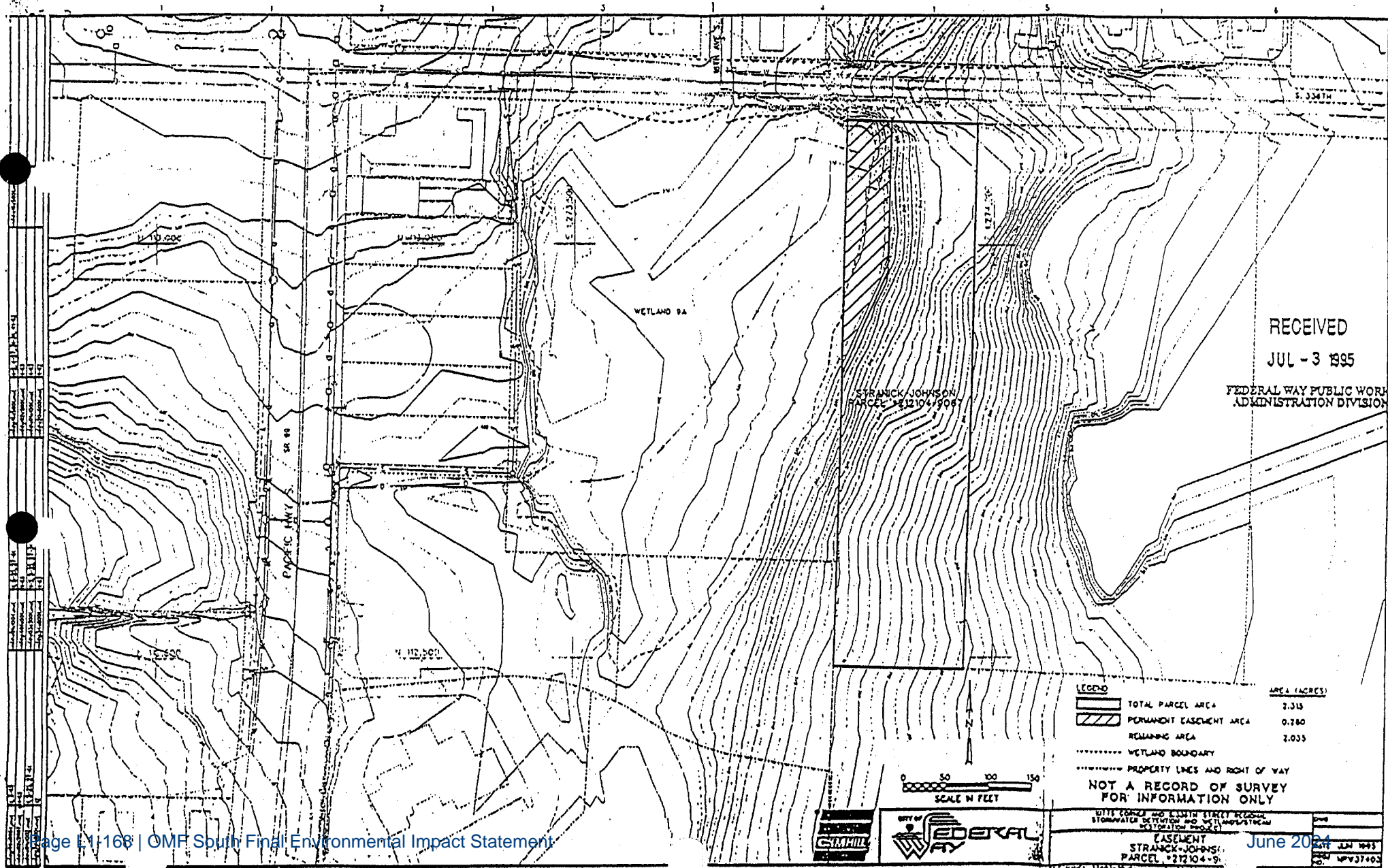
Being a portion of the following described property:

That portion of the northwest quarter of the northwest quarter of Section 21, Township 21 North, Range 4 East, W.M., in King County, Washington, described as follows:

Commencing at the northwest corner of said northwest quarter of the northwest quarter;
thence south 89° 13'33" east along the north line of said northwest quarter of the northwest quarter a distance of 813.80 feet;
thence south 00° 14'58" west a distance of 30.00 feet to the south right of way margin of South 336th Street and the TRUE POINT OF BEGINNING;
thence continuing south 00° 14'58" west a distance of 670.67 feet;
thence north 89° 16'45" west a distance of 153.10 feet;
thence north 00° 14'39" east a distance of 670.81 feet to the said south right of way margin of South 336th Street;
thence south 89° 13'33" east along said south right of way margin a distance of 153.10 feet to the TRUE POINT OF BEGINNING;
EXCEPT that portion deeded to King County for South 336th Street under Recording Number 8609030322.

EXHIBIT "B" TO
PERMANENT/EXCLUSIVE EASEMENT

Pg. 6 of 8





RECEIVED

JUL - 3 1995

FEDERAL WAY PUBLIC WORK
ADMINISTRATION DIVISION

STRANICK-JOHNSON
PARCEL 2212104-90

| LEGEND | | AREA (ACRES) |
|---|-------------------------|--------------|
|  | TOTAL PARCEL AREA | 2.313 |
|  | PERMANENT EASEMENT AREA | 0.780 |
| | REMAINING AREA | 1.533 |

..... WETLAND BOUNDARY
..... PROPERTY LINES AND RIGHT OF WAY
NOT A RECORD OF SURVEY
FOR INFORMATION ONLY

WITS CORNER AND ELLIOT STREET REGIONAL
STORMWATER DETENTION AND WETLAND/STREAM
RESTORATION PROJECT

EASEMENT
STRANCK-JOHNS,
PARCEL, 0312104-9

June 2024

**LEGAL DESCRIPTION
PROPOSED EASEMENT ACQUISITIONS ON
STRANICK-JOHNSON PARCEL NO. 212104-9069**

That portion of the northwest quarter of the northwest quarter of Section 21, Township 21 North, Range 4 East, W.M., in King County, Washington, described as follows:

Commencing at the northwest corner of said northwest quarter of the northwest quarter;
thence south $89^{\circ} 13' 33''$ east along the north line of said northwest quarter of the northwest quarter a distance of 261.26 feet;
thence south $00^{\circ} 14' 39''$ west a distance of 30.00 feet to the south right of way margin of South 336th Street and the TRUE POINT OF BEGINNING;
thence continuing south $00^{\circ} 14' 39''$ west a distance of 546.02 feet;
thence south $89^{\circ} 13' 33''$ east a distance of 302.06 feet;
thence north $22^{\circ} 37' 48''$ east a distance of 255.66;
thence north $00^{\circ} 14' 39''$ east a distance of 308.73 feet to the said south right of way margin of South 336th Street;
thence north $89^{\circ} 13' 33''$ west along said south right of way margin a distance of 399.44 feet to the TRUE POINT OF BEGINNING.

Being a portion of the following described property:

That portion of the northwest quarter of the northwest quarter of Section 21, Township 21 North, Range 4 East, W.M., in King County, Washington, described as follows:

Commencing at the northwest corner of said northwest quarter of the northwest quarter;
thence south $89^{\circ} 13' 33''$ east along the north line of said northwest quarter of the northwest quarter a distance of 261.26 feet;
thence south $00^{\circ} 14' 39''$ west a distance of 30.00 feet to the south right of way margin of South 336th Street and the TRUE POINT OF BEGINNING;
thence continuing south $00^{\circ} 14' 39''$ west a distance of 546.02 feet;
thence south $89^{\circ} 13' 33''$ east a distance of 399.45 feet;
thence north $00^{\circ} 14' 39''$ east a distance of 546.02 feet to the said south right of way margin of South 336th Street;
thence north $89^{\circ} 13' 33''$ west along said south right of way margin a distance of 399.44 feet to the TRUE POINT OF BEGINNING.

EXHIBIT "B" TO
PERMANENT/EXCLUSIVE EASEMENT

EXHIBIT "B" TO
PERMANENT/EXCLUSIVE EASEMENT

Pg. 8 of 8

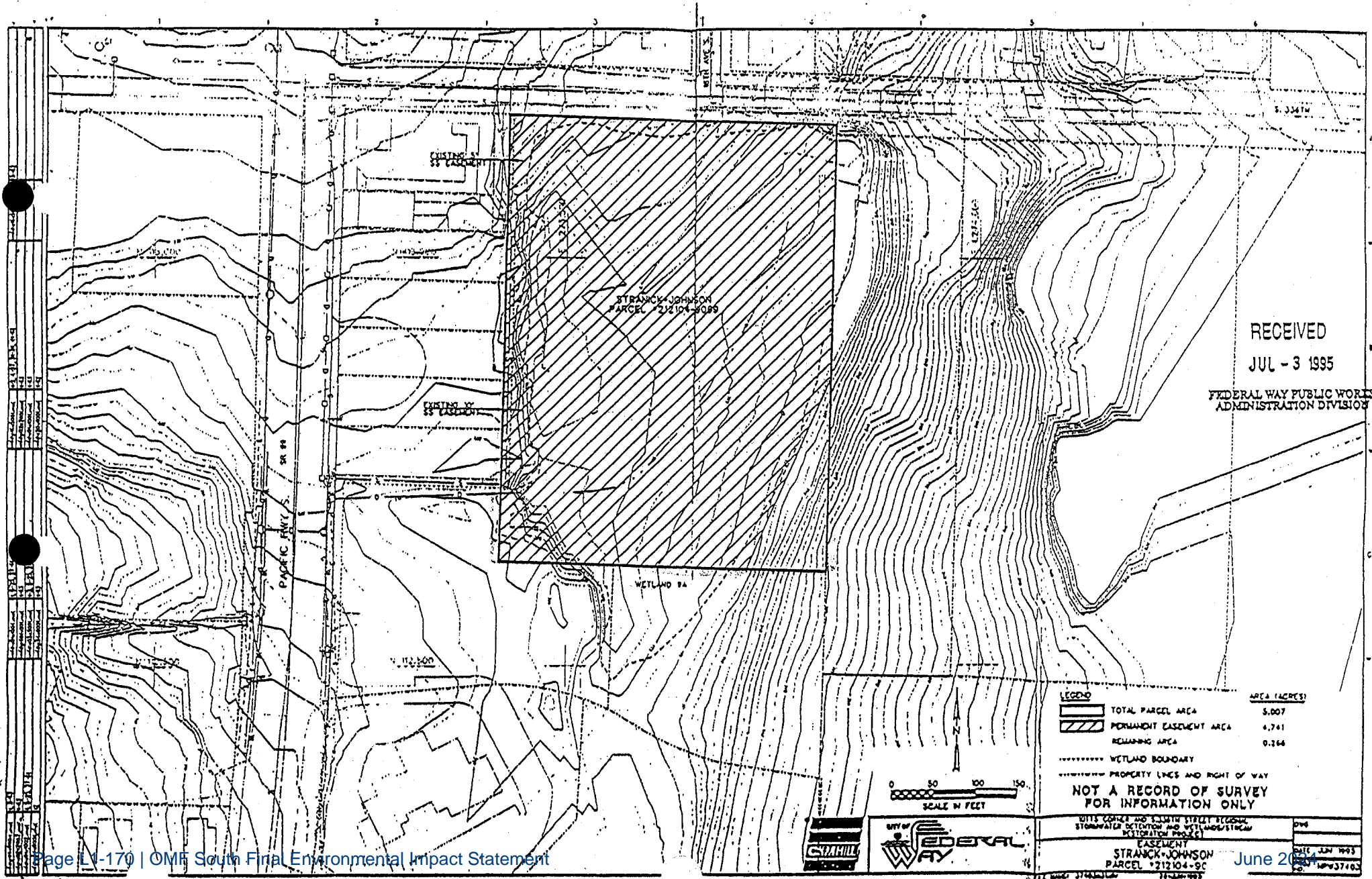


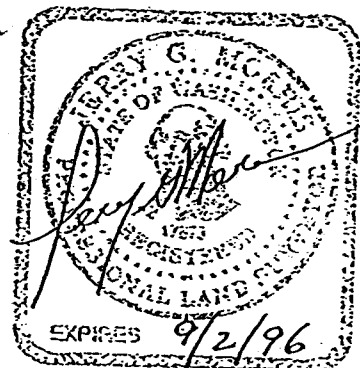
EXHIBIT "II" TO
SETTLEMENT AGREEMENT

LEGAL DESCRIPTION
WETLAND AND SETBACK
STRANICK-JOHNSON PARCEL NO. 212104-9084

That part of Lot 3, King County Short Plat No. 281074, according to short plat recorded under King County Recording Number 8110300869, being a portion of the northwest quarter of the northwest quarter of Section 21, Township 21 North, Range 4 East, W.M., in King County, Washington.

Being described as follows:

Beginning at the northeast corner of said Lot 3 and the TRUE POINT OF BEGINNING;
thence south $32^{\circ}41'52''$ west a distance of 78.31 feet;
thence south $37^{\circ}15'37''$ west a distance of 39.29 feet;
thence south $40^{\circ}11'22''$ west a distance of 50.40 feet;
thence south $49^{\circ}02'32''$ west a distance of 84.35 feet;
thence south $67^{\circ}33'51''$ west a distance of 26.93 feet;
thence south $45^{\circ}20'35''$ west a distance of 9.06 feet to the south line of said Lot 3 and a point on a non-tangent curve from which the radius point bears north $25^{\circ}22'36''$ east;
thence along said south line through a 300 foot radius curve to the right, with a central angle of $05^{\circ}28'06''$, an arc length of 28.63 feet;
thence north $59^{\circ}09'19''$ west a distance of 27.40 feet;
thence along a 300 foot radius curve to the left, with a central angle of $04^{\circ}49'33''$, an arc length of 25.27 feet to the west line of said Lot 3;
thence along said west line, north $01^{\circ}44'08''$ east a distance of 175.99 feet to the north line of said Lot 3;
thence along said north line, south $88^{\circ}15'52''$ east a distance of 259.45 feet to the TRUE POINT OF BEGINNING.
Containing an area of 0.864 acres.



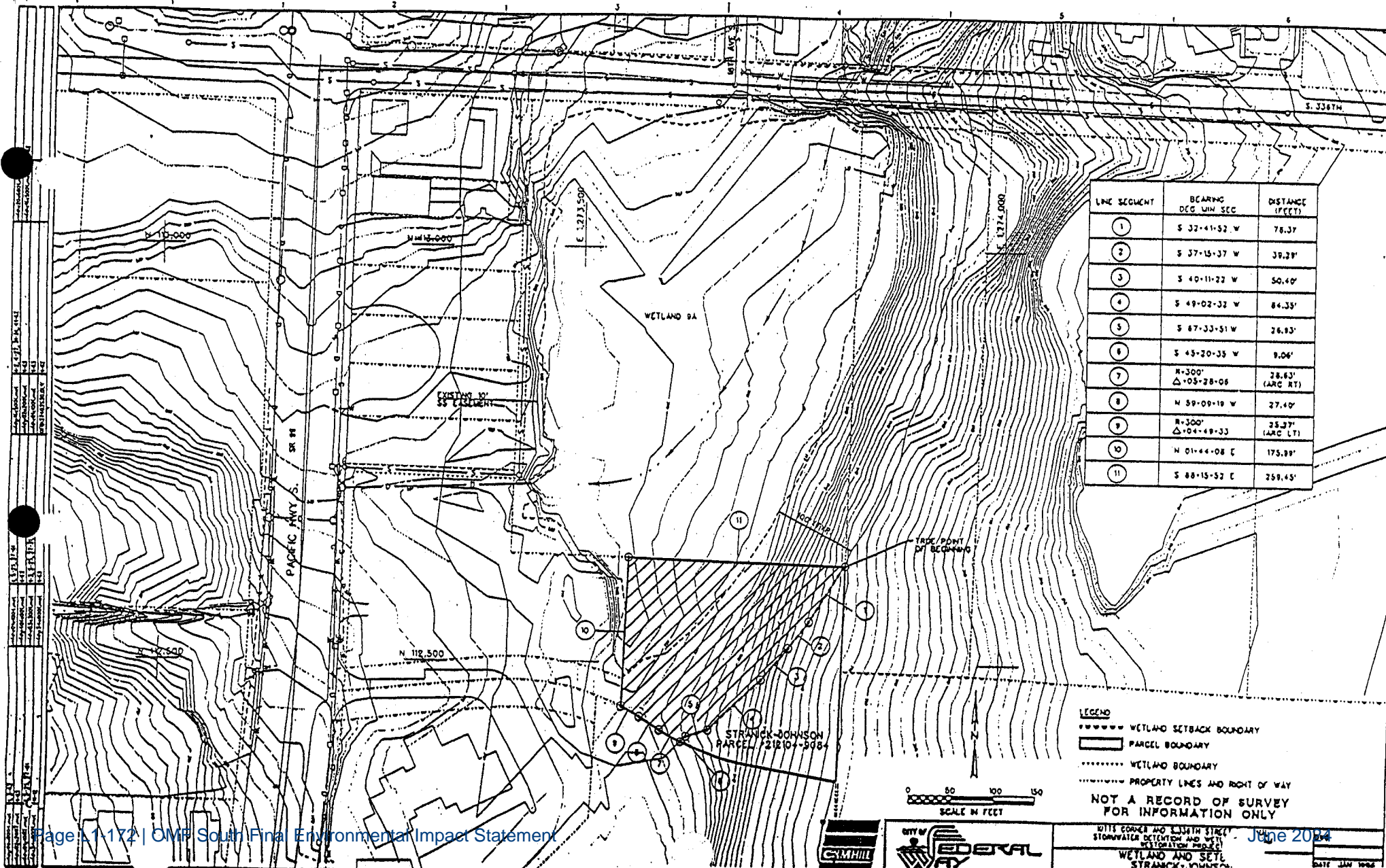
fwld9084.wp5

EXHIBIT "II" TO
SETTLEMENT AGREEMENT

Pg. 1 of 9

EXHIBIT "II" TO SETTLEMENT AGREEMENT

Pg. 2 of 9



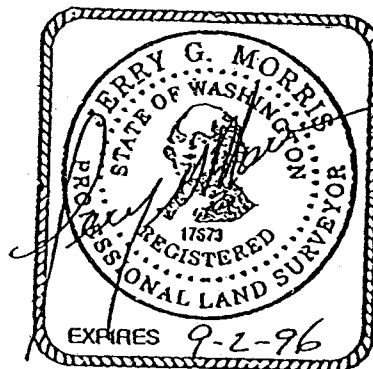
**LEGAL DESCRIPTION
WETLAND AND SETBACK
STRANICK-JOHNSON PARCEL NO. 212104-9026**

That part of Lot 4 of King County Short Plat No. 281074 according to short plat recorded under King County Recording Number 8110300869, being a portion of the northwest quarter of the northwest quarter of Section 21, Township 21 North, Range 4 East, W.M., in King County, Washington.

Being described as follows:

Commencing at the northwest corner of said Lot 4;
thence along the north line of said Lot 4, south $88^{\circ}15'53''$ east a distance of 116.96 feet to the TRUE POINT OF BEGINNING;
thence along the north line of said Lot 4, south $88^{\circ}15'53''$ east a distance of 82.96 feet;
thence along the east line of said Lot 4, south $01^{\circ}12'17''$ west a distance of 100.00 feet;
thence along the north line of said Lot 4, south $88^{\circ}15'53''$ east a distance of 140.00 feet;
thence along the east line of said Lot 4, south $01^{\circ}44'08''$ west a distance of 175.99 feet to the south line of said Lot 4 and a point on a non-tangent curve from which the radius point bears south $26^{\circ}01'09''$ west;
thence along said south line through a 300 foot radius curve to the left, with a central angle of $21^{\circ}00'20''$, an arc length of 109.98 feet to a point on a non-tangent curve from which the radius point bears north $70^{\circ}49'35''$ east;
thence through a 100 foot radius curve to the right, with a central angle of $38^{\circ}16'07''$, an arc length of 66.79 feet;
thence north $45^{\circ}55'34''$ west a distance of 40.72 feet to a point on a non-tangent curve from which the radius point bears north $07^{\circ}40'45''$ east;
thence through a 100 foot radius curve to the right, with a central angle of $88^{\circ}34'17''$, an arc length of 154.59 feet;
thence north $06^{\circ}05'23''$ east a distance of 49.78 feet to the TRUE POINT OF BEGINNING.
Containing an area of 0.716 acres.

fwld9026.wp5



**EXHIBIT "II" TO
SETTLEMENT AGREEMENT**

EXHIBIT "II" TO SETTLEMENT AGREEMENT

Pg. 4 of 9



**LEGAL DESCRIPTION
WETLAND AND SETBACK
STRANICK-JOHNSON PARCEL NO. 212104-9067**

That portion of the northwest quarter of the northwest quarter of Section 21, Township 21 North, Range 4 East, W.M., in King County, Washington, described as follows:

Commencing at the northwest corner of said northwest quarter of the northwest quarter; thence south $89^{\circ}13'33''$ east along the north line of said northwest quarter of the northwest quarter a distance of 813.80 feet;
thence south $00^{\circ}14'58''$ west a distance of 30.00 feet to the south right of way margin of South 336th Street;
thence north $89^{\circ}13'33''$ west along said south right of way margin a distance of 27.58 feet to the TRUE POINT OF BEGINNING;
thence south $12^{\circ}03'08''$ east a distance of 40.46 feet
thence south $07^{\circ}31'30''$ west a distance of 41.08 feet
thence south $04^{\circ}45'10''$ west a distance of 57.84 feet
thence south $10^{\circ}37'22''$ west a distance of 52.16 feet
thence south $16^{\circ}21'59''$ west a distance of 56.28 feet
thence south $10^{\circ}58'46''$ west a distance of 43.83 feet
thence south $23^{\circ}54'07''$ west a distance of 14.53 feet
thence south $07^{\circ}11'32''$ west a distance of 38.28 feet
thence south $21^{\circ}58'46''$ west a distance of 37.77 feet
thence south $08^{\circ}31'59''$ west a distance of 41.88 feet
thence south $24^{\circ}20'39''$ west a distance of 91.29 feet
thence south $31^{\circ}04'46''$ west a distance of 32.34 feet
thence south $19^{\circ}31'25''$ west a distance of 20.75 feet
thence north $00^{\circ}14'39''$ east a distance of 546.07 feet to the south right of way margin of South 336th Street;
thence south $89^{\circ}13'33''$ east along said south right of way margin a distance of 125.52 feet to the TRUE POINT OF BEGINNING;
EXCEPT that portion deeded to King County for South 336th Street under Recording Number 8609030322.
Containing an area of 1.053 acres.

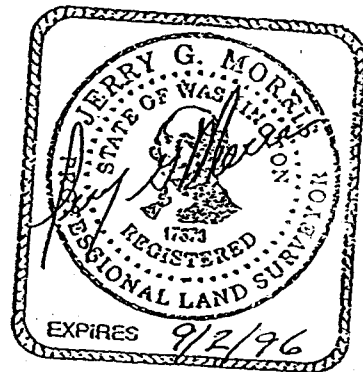
Being a portion of the following described property:

That portion of the northwest quarter of the northwest quarter of Section 21, Township 21 North, Range 4 East, W.M., in King County, Washington, described as follows:

Commencing at the northwest corner of said northwest quarter of the northwest quarter; thence south $89^{\circ}13'33''$ east along the north line of said northwest quarter of the northwest quarter a distance of 813.80 feet;

**EXHIBIT "II" TO
SETTLEMENT AGREEMENT**

thence south $00^{\circ}14'58''$ west a distance of 30.00 feet to the south right of way margin of South 336th Street and the TRUE POINT OF BEGINNING;
thence continuing south $00^{\circ}14'58''$ west a distance of 670.67 feet;
thence north $89^{\circ}16'45''$ west a distance of 153.10 feet;
thence north $00^{\circ}14'39''$ east a distance of 670.81 feet to the said south right of way margin of South 336th Street;
thence south $89^{\circ}13'33''$ east along said south right of way margin a distance of 153.10 feet to the TRUE POINT OF BEGINNING;
EXCEPT that portion deeded to King County for South 336th Street under Recording Number 8609030322.
Containing an area of 2.313 acres.



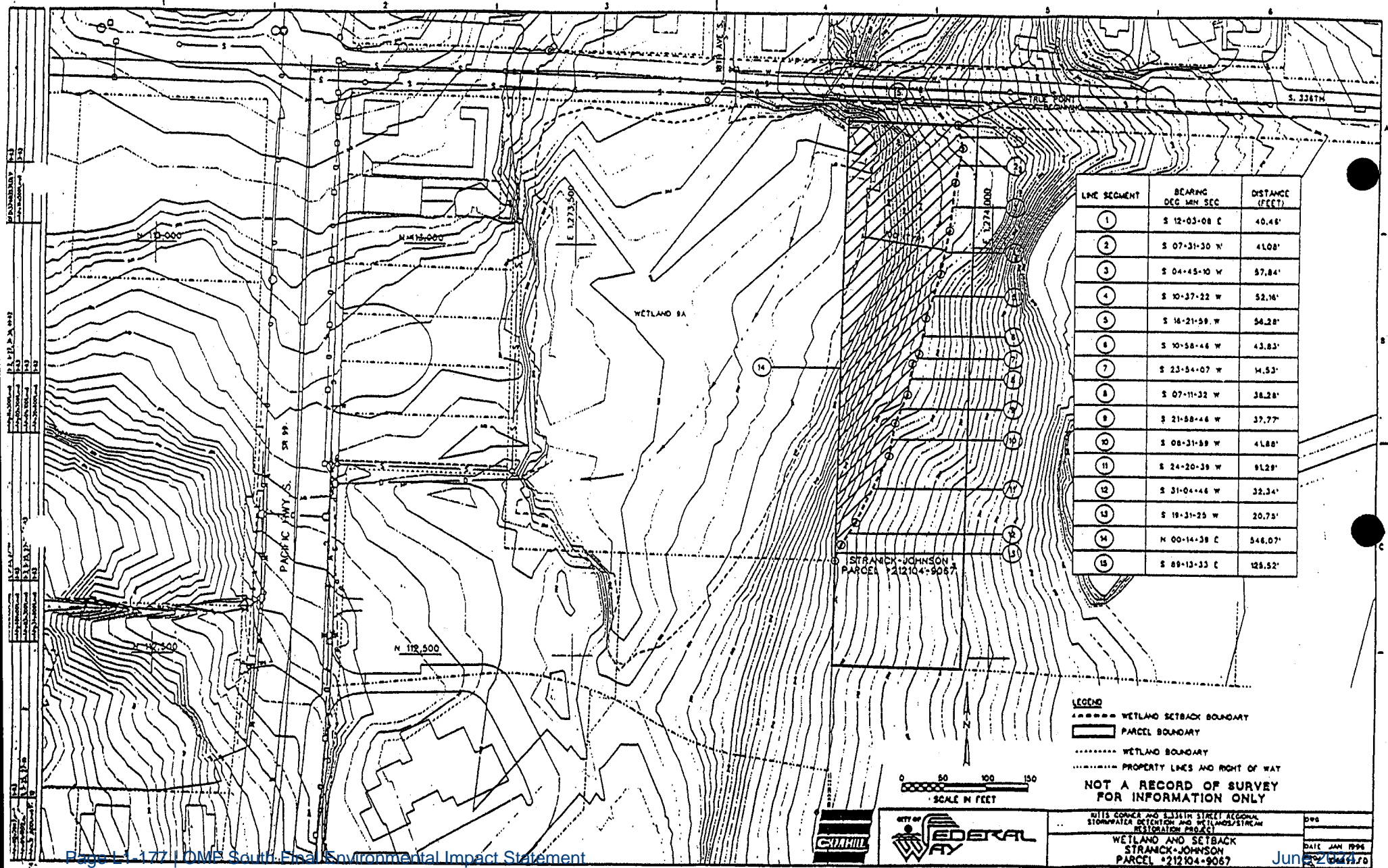
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EXHIBIT "II" TO
SETTLEMENT AGREEMENT

Pg. 6 of 9

EXHIBIT "II" TO
SETTLEMENT AGREEMENT

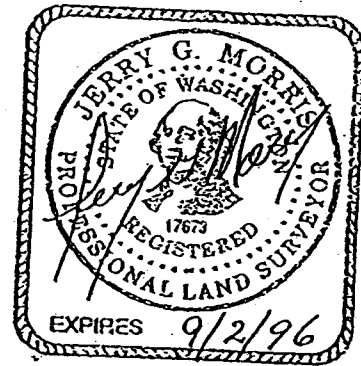
Pg. 7 of 9



**LEGAL DESCRIPTION
WETLAND AND SETBACK
STRANICK-JOHNSON PARCEL NO. 212104-9069**

That portion of the northwest quarter of the northwest quarter of Section 21, Township 21 North, Range 4 East, W.M., in King County, Washington, described as follows:

Commencing at the northwest corner of said northwest quarter of the northwest quarter; thence south $89^{\circ}13'33''$ east along the north line of said northwest quarter of the northwest quarter a distance of 261.26 feet;
thence south $00^{\circ}14'39''$ west a distance of 30.00 feet to the south right of way margin of South 336th Street and the TRUE POINT OF BEGINNING;
thence continuing south $00^{\circ}14'39''$ west a distance of 546.02 feet;
thence south $89^{\circ}13'33''$ east a distance of 399.45 feet;
thence north $00^{\circ}14'39''$ east a distance of 546.02 feet to the said south right of way margin of South 336th Street;
thence north $89^{\circ}13'33''$ west along said south right of way margin a distance of 399.44 feet to the TRUE POINT OF BEGINNING.
Containing an area of 5.007 acres.



fwld9069.wp5

EXHIBIT "II" TO
SETTLEMENT AGREEMENT
1

Pg. 8 of 9

EXHIBIT "II" TO
SETTLEMENT AGREEMENT

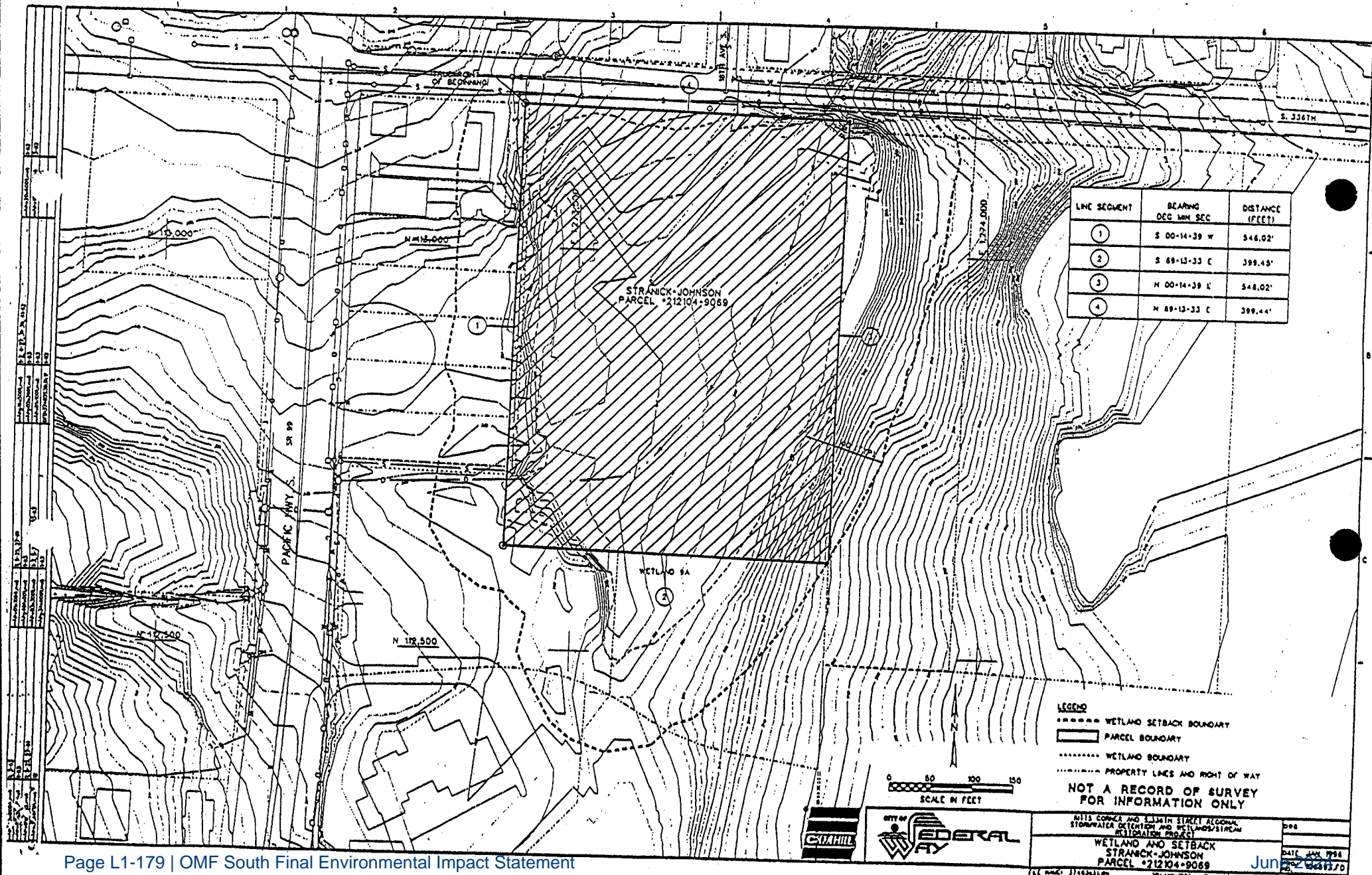


EXHIBIT E

**TO CONCOMITANT AGREEMENT
AND
DEVELOPMENT AGREEMENT**

JUNE 12, 2003 PARKING LETTER



CITY HALL
33530 1st Way South
PO Box 9718

(253) 661-4000
Federal Way, WA 98063-9718

June 12, 2003

Gil Hulsmann
Abbey Road Group, LLC
PO Box 207
Puyallup, WA 98371

FILE COPY

RE: Christian Faith Center (City File No. 02-102271-UP)
Your request dated 5/8/03 concerning drive aisle width and vehicle overhang

Dear Mr. Hulsmann:

City staff have reviewed the above referenced request with the following responses.

Drive aisle width

The Director of Community Development Services will allow the requested 24-foot drive aisle width in place of the city's typical width of 25 feet, but only at locations where the adjacent stall dimensions are 9 feet by 18 feet, irrespective of overhangs. Drive aisles serving compact-sized stalls or reduced-length stalls resulting from overhang allowances must have a 25-foot width. Per city standards, up to 25% of the total stalls on the site may be designated as compact, with a stall dimension of 8 feet by 15 feet (served by a 25 foot drive aisle).

The City will allow the requested 24-foot drive aisles, as described above, on a "demonstration" basis and in the interest of reducing pervious surface and increasing landscaping along with other low impact development techniques the City has recommended and the applicant is considering for the project. It should also be noted that this decision is consistent with the three example codes you submitted, where a 24-foot drive aisle is permitted when adjacent stall dimensions are 9 feet by 18 feet or greater. It is also consistent with parking standards contained in the 1990 handbook of the American Association of State Highways and Transportation Officials (AASHTO).

Vehicle overhang

The requested vehicle overhang into landscaping is already permitted by code and requires no modification. However, per code, wherever a parking stall will be reduced in length by vehicle overhang into landscaping, the required width of the landscaping must be maintained. In addition, any overhang into a sidewalk area must maintain a 5-foot unobstructed sidewalk width. Therefore, the width of landscape areas and sidewalks shall be increased accordingly where necessary to meet this standard. For example, a 2-foot overhang into a required 10-foot landscape strip would require the landscape strip to be increased to a width of 12 feet. Likewise, a 2-foot overhang into a 5-foot sidewalk would require the sidewalk to be increased to a width of 7 feet. Full-sized stalls against required landscaping or a sidewalk must incorporate wheel stops to prevent overhang.

Please let me know if you have any further questions or concerns on these topics.

Sincerely,

Lori Michaelson, AICP
Senior Planner

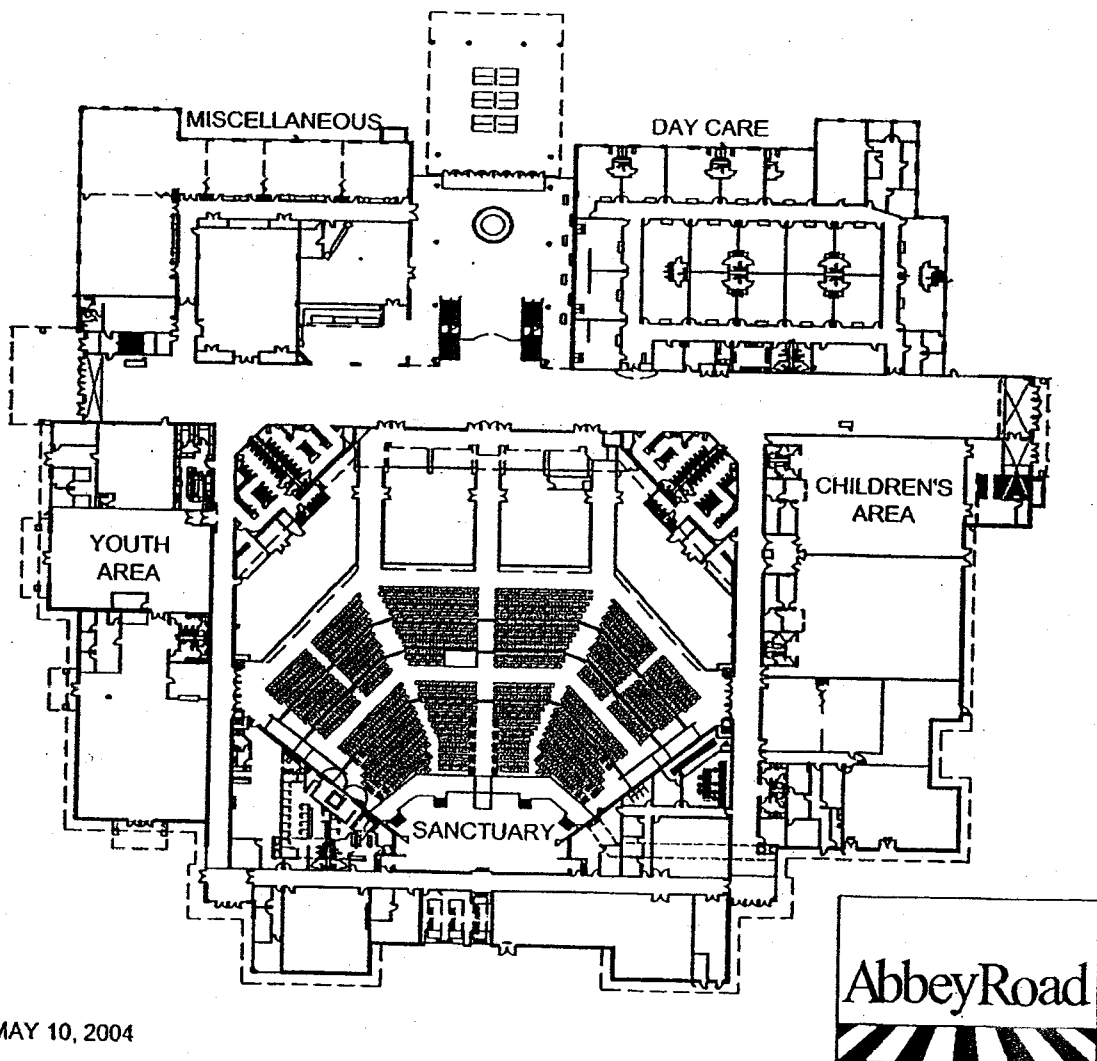
C: Kathy McClung, Director of Community Development Services
Cary Roe, Director of Public Works
Ken Miller, Deputy Director of Public Works
Greg Fewins, Deputy Director of Community Development Services
Jim Femling, Development Services Manager

EXHIBIT F
TO CONCOMITANT AGREEMENT
AND
DEVELOPMENT AGREEMENT
CONCEPTUAL FLOOR PLAN

EXHIBIT F-1

TO CONCOMITANT AGREEMENT
AND
DEVELOPMENT AGREEMENT

CONCEPTUAL SANCTUARY BUILDING FIRST FLOOR PLAN

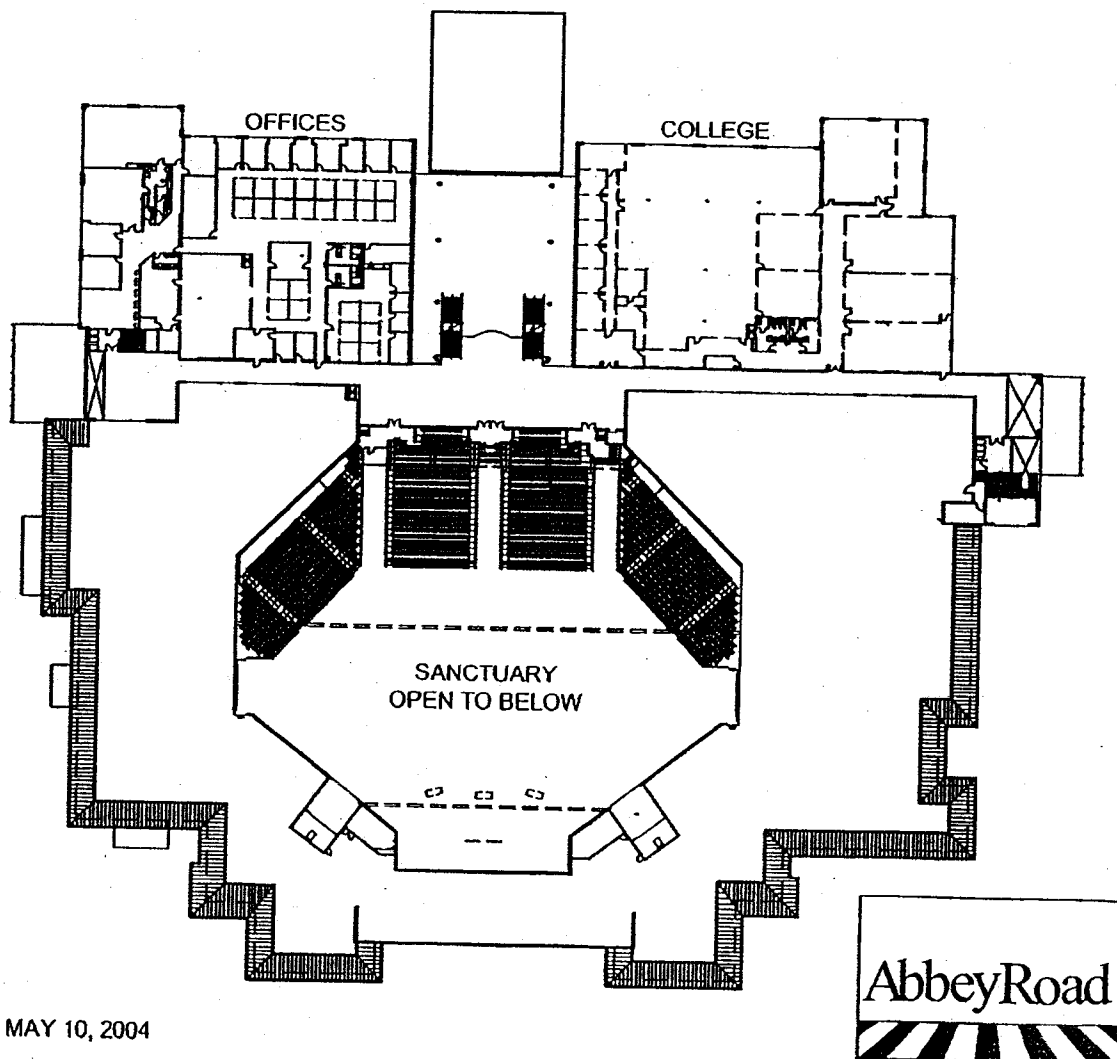


AS OF: MAY 10, 2004

EXHIBIT F-2

TO CONCOMITANT AGREEMENT
AND
DEVELOPMENT AGREEMENT

CONCEPTUAL SANCTUARY BUILDING SECOND FLOOR PLAN

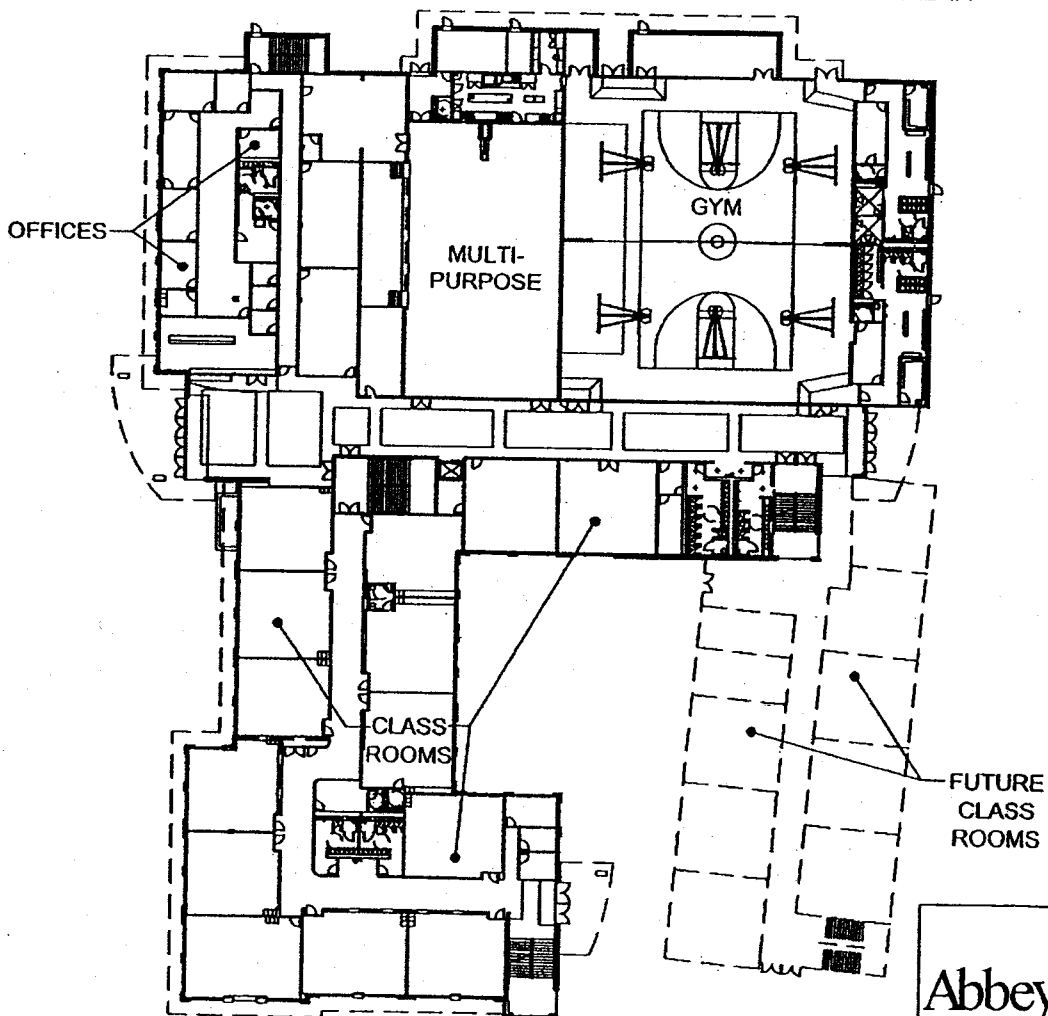


AS OF: MAY 10, 2004

EXHIBIT F-3

TO CONCOMITANT AGREEMENT
AND
DEVELOPMENT AGREEMENT

CONCEPTUAL SCHOOL BUILDING FIRST FLOOR PLAN



AS OF: MAY 10, 2004

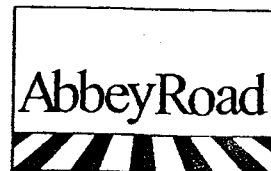
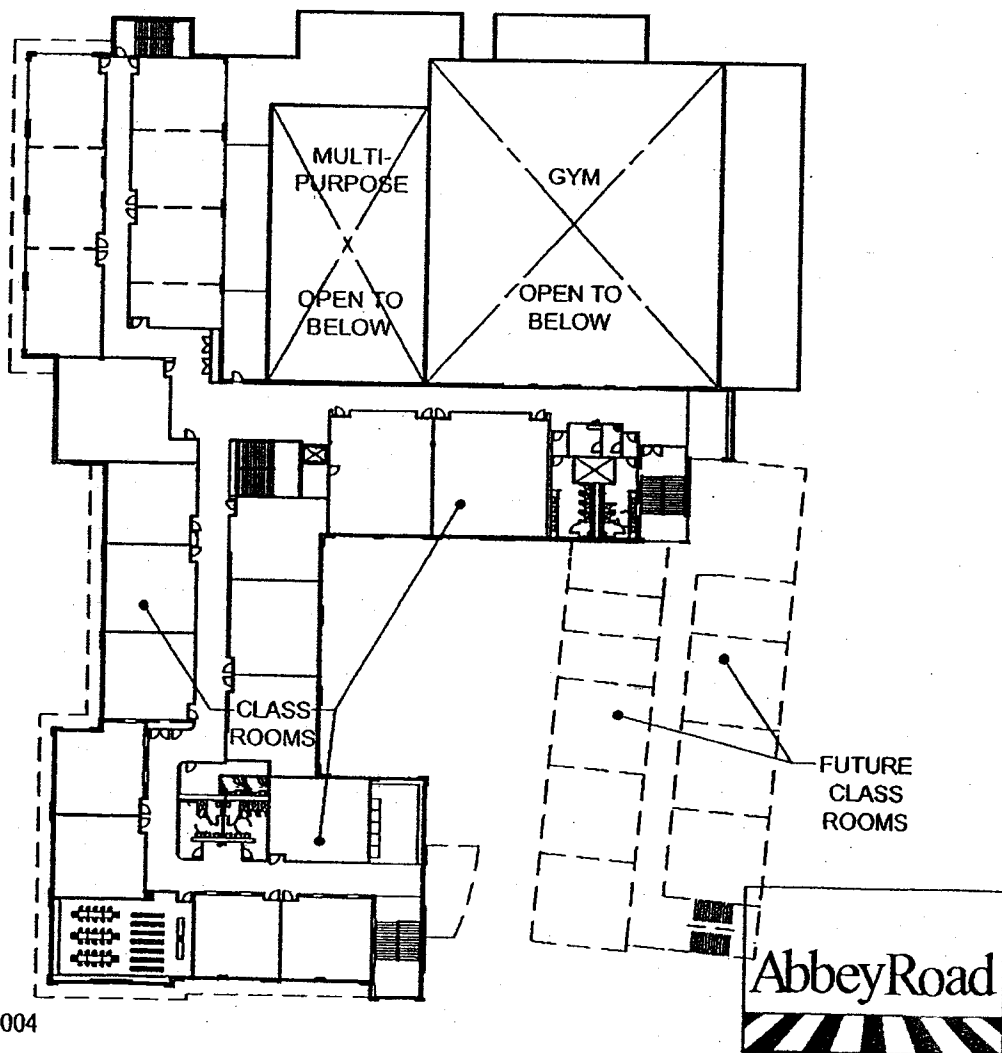


EXHIBIT F-4

TO CONCOMITANT AGREEMENT
AND
DEVELOPMENT AGREEMENT

CONCEPTUAL SCHOOL BUILDING FIRST FLOOR PLAN



AS OF: MAY 10, 2004

EXHIBIT G

TO CONCOMITANT AGREEMENT
AND
DEVELOPMENT AGREEMENT

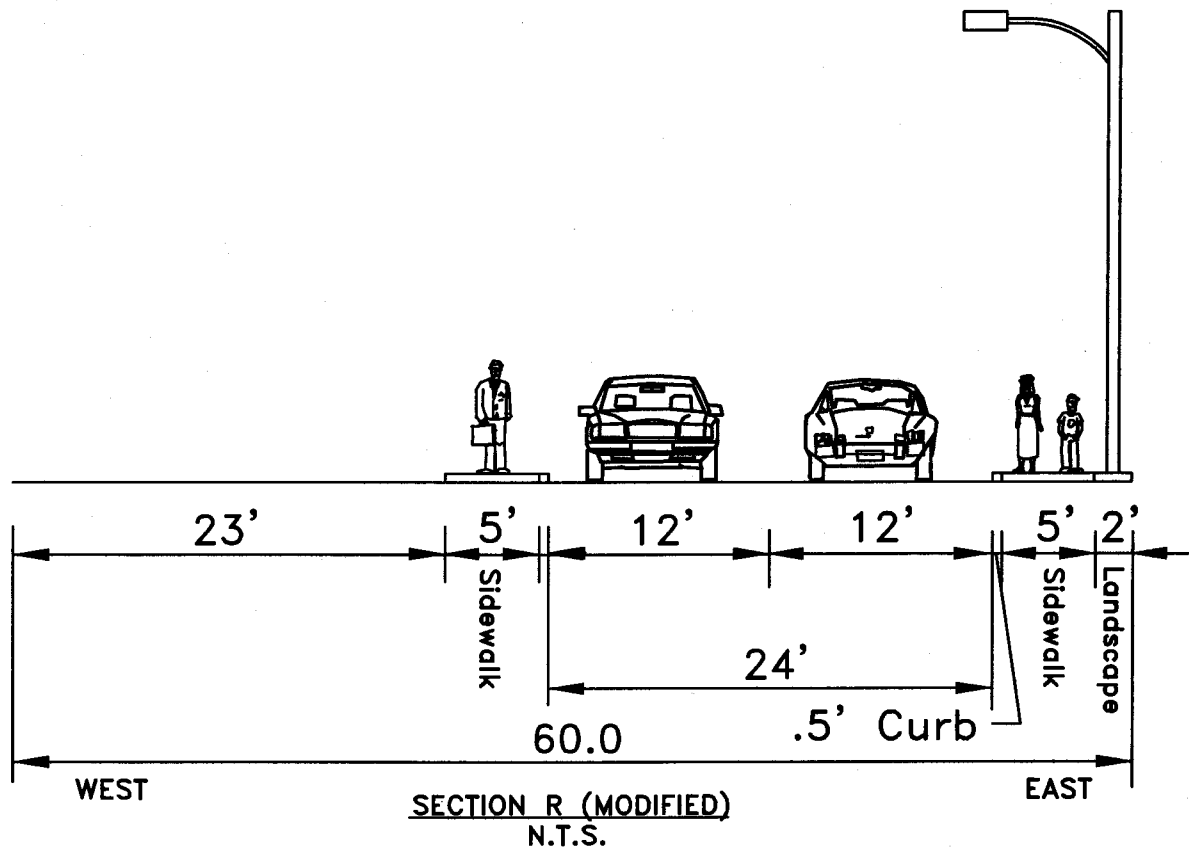
SECTION 9.4 TRAFFIC PLANS

- G-1 18th Ave S
- G-2 S 344th from 16th to 18th
- G-3 34th/16th
- G-4 SR 99/S 344th
- G-5 336th from Hwy 99 to 20th
- G-6 336th from 20th to I-5
- G-7 20th Ave/336th
- G-8 20th Avenue S traffic calming

EXHIBIT G-1

TO CONCOMITANT AGREEMENT
AND
DEVELOPMENT AGREEMENT

18TH PLACE SOUTH IMPROVEMENTS



NOTE:
UTILITIES WILL REMAIN ABOVE GROUND.

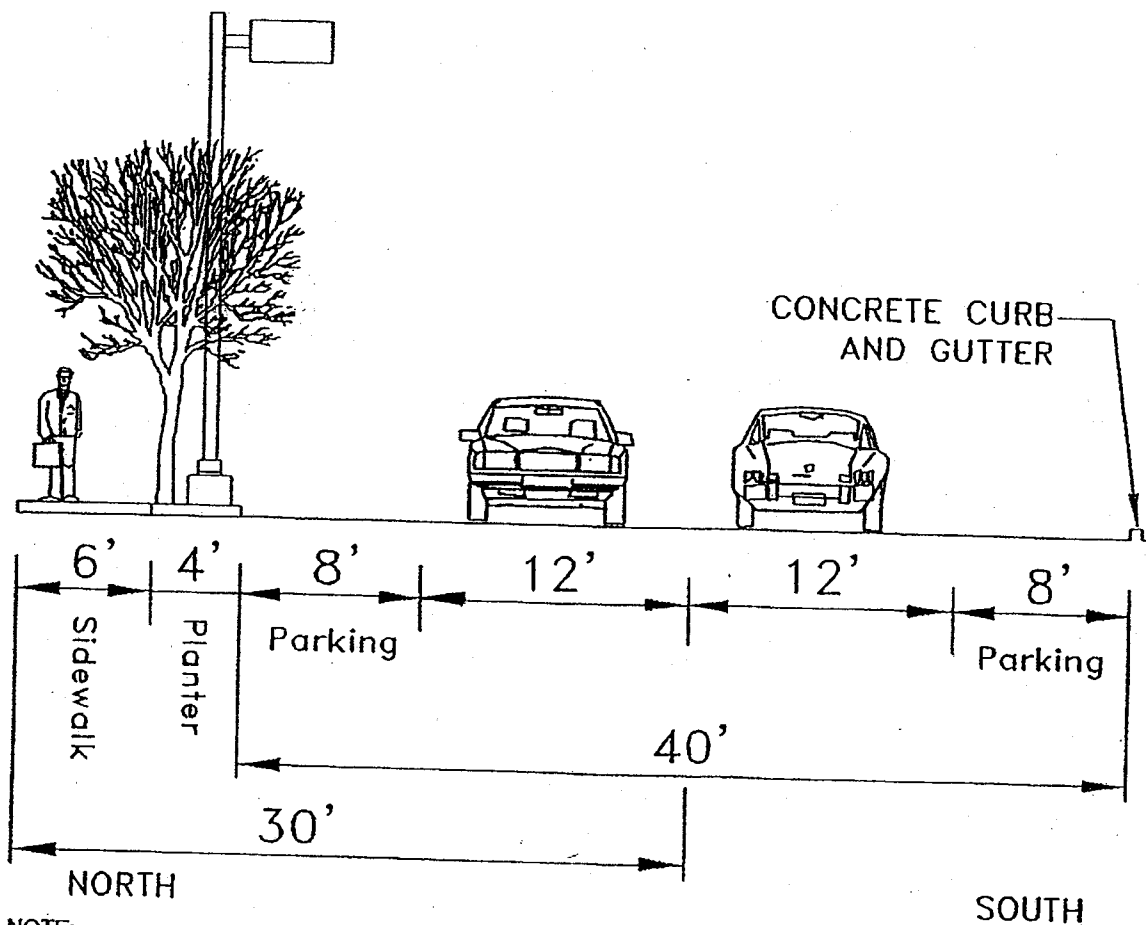
AS OF: July 8, 2004



EXHIBIT G-2

TO CONCOMITANT AGREEMENT
AND
DEVELOPMENT AGREEMENT

SOUTH 344TH STREET IMPROVEMENTS
16TH AVENUE SOUTH TO 18TH PLACE SOUTH



NOTE:
NORTH IMPROVEMENTS TIE INTO EXISTING IMPROVEMENTS
EAST OF 16TH AVE. S. AND S. 344TH ST. INTERSECTION.
UTILITIES TO REMAIN ABOVE GROUND.

AS OF: MAY 10, 2004

SECTION R
N.T.S.

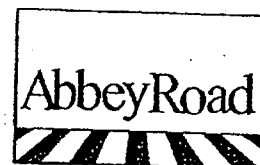
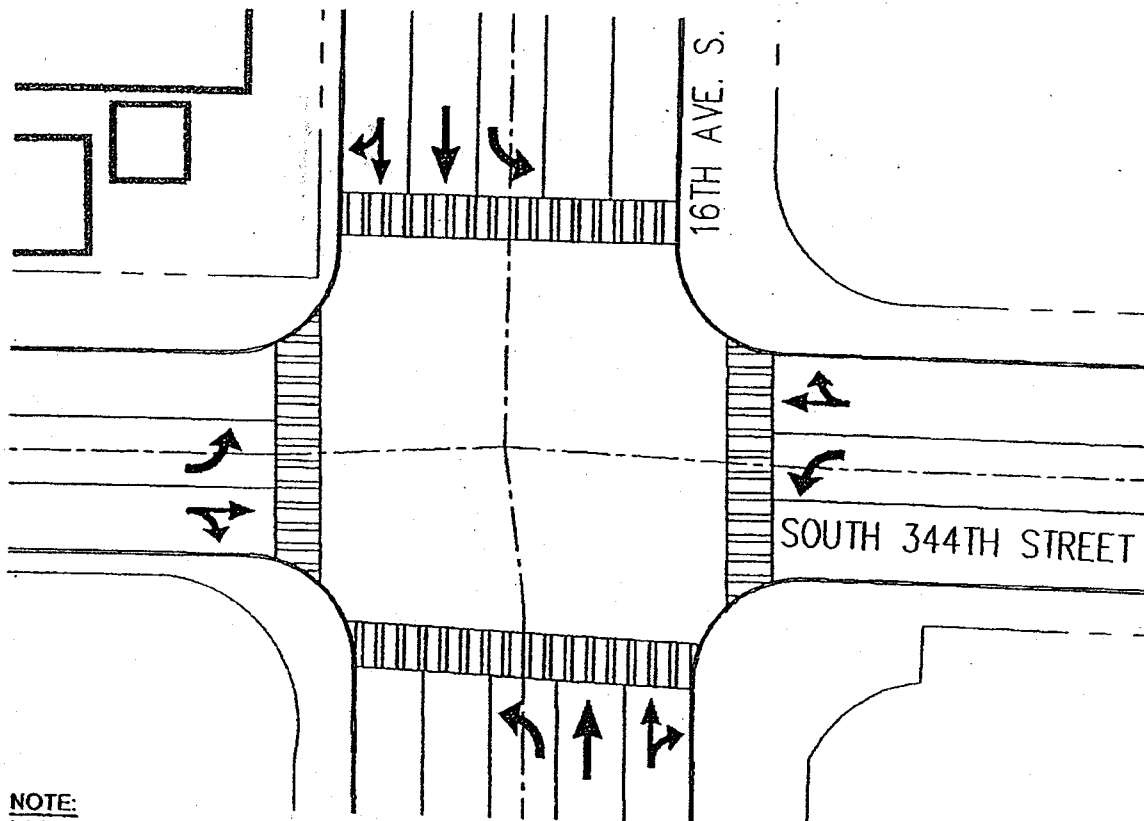


EXHIBIT G-3

TO CONCOMITANT AGREEMENT
AND
DEVELOPMENT AGREEMENT

16TH AVENUE SOUTH AND
SOUTH 344TH STREET INTERSECTION



NOTE:
INTERSECTION TO
BE SIGNALIZED

AS OF: MAY 10, 2004

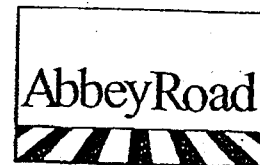
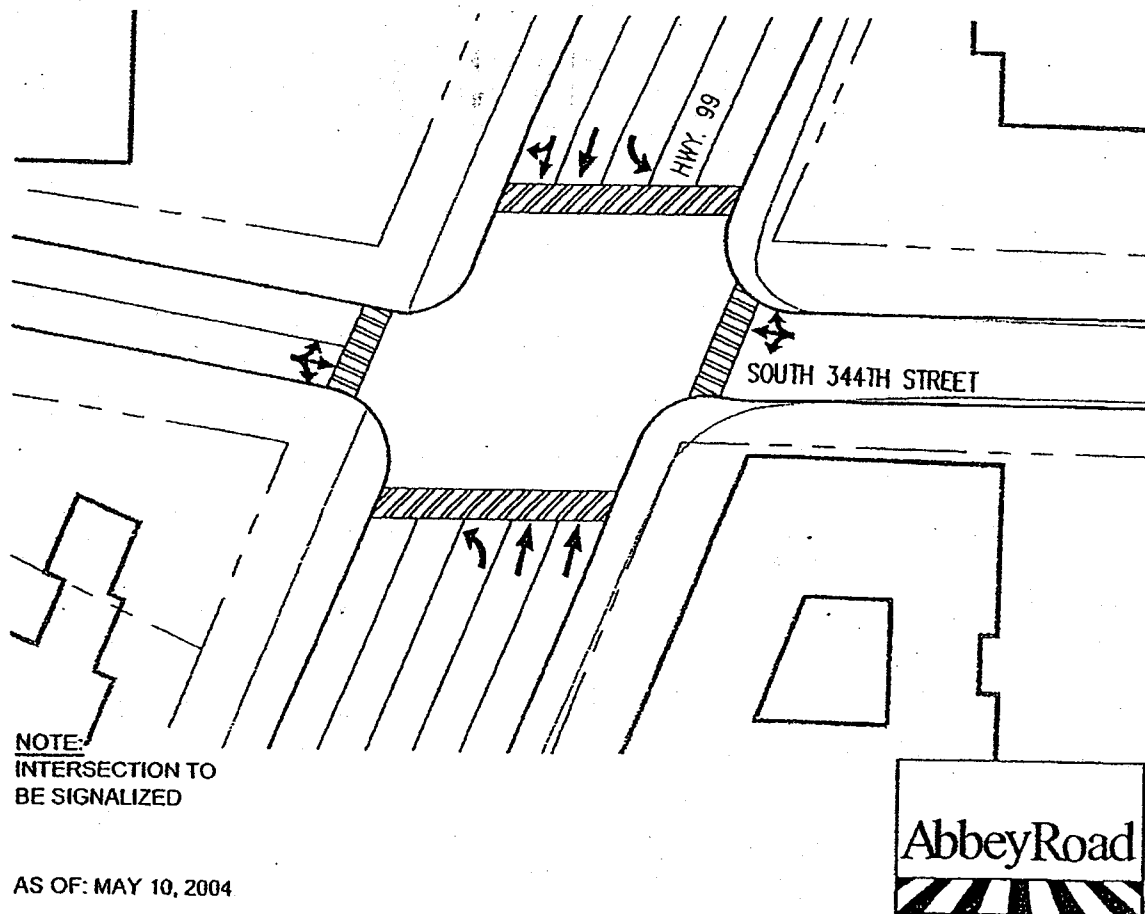


EXHIBIT G-4

TO CONCOMITANT AGREEMENT
AND
DEVELOPMENT AGREEMENT

SOUTH 344TH STREET AND
HWY. 99 INTERSECTION

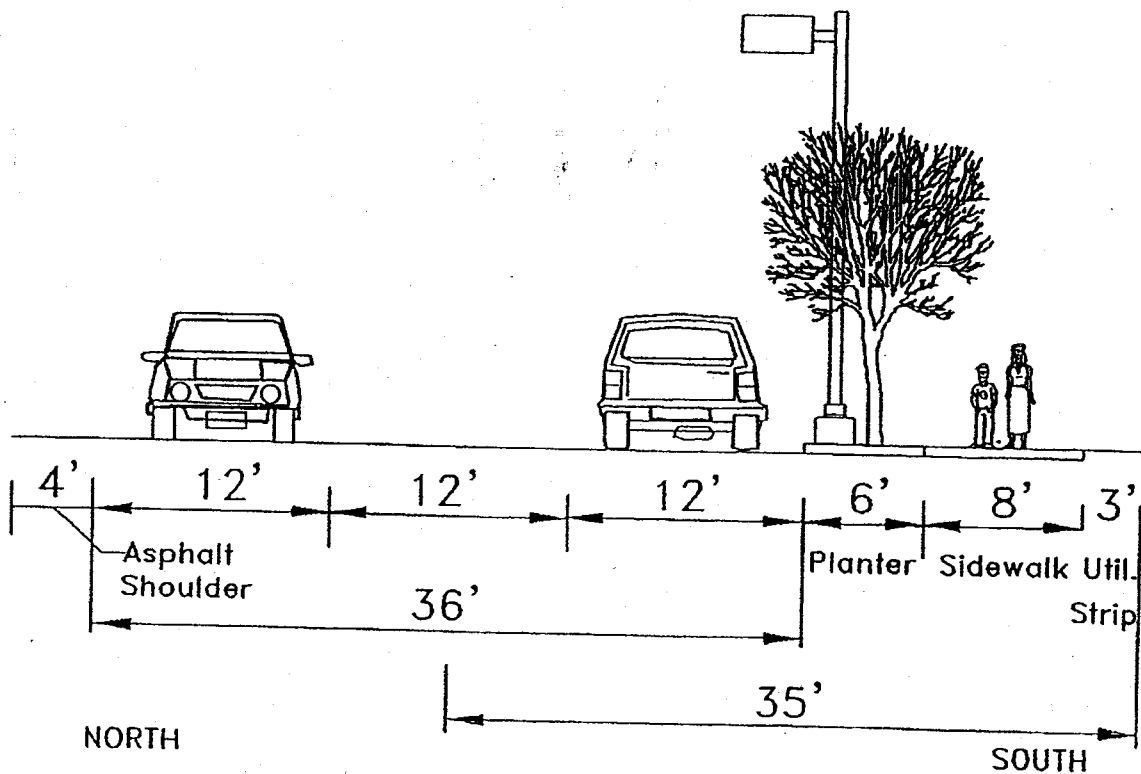


AS OF: MAY 10, 2004

EXHIBIT G-5

TO CONCOMITANT AGREEMENT
AND
DEVELOPMENT AGREEMENT

SOUTH 336TH STREET IMPROVEMENTS
HWY. 99 TO 20TH AVENUE SOUTH



NOTE:
PLANTER AND UTILITY STRIP MAYBE MODIFIED AT WEST
HYLEBOS CULVERT CROSSING(S) TO PROTECT WETLAND
AND WETLAND BUFFER.

SECTION M

AS OF: MAY 10, 2004

N.T.S.

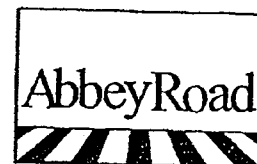
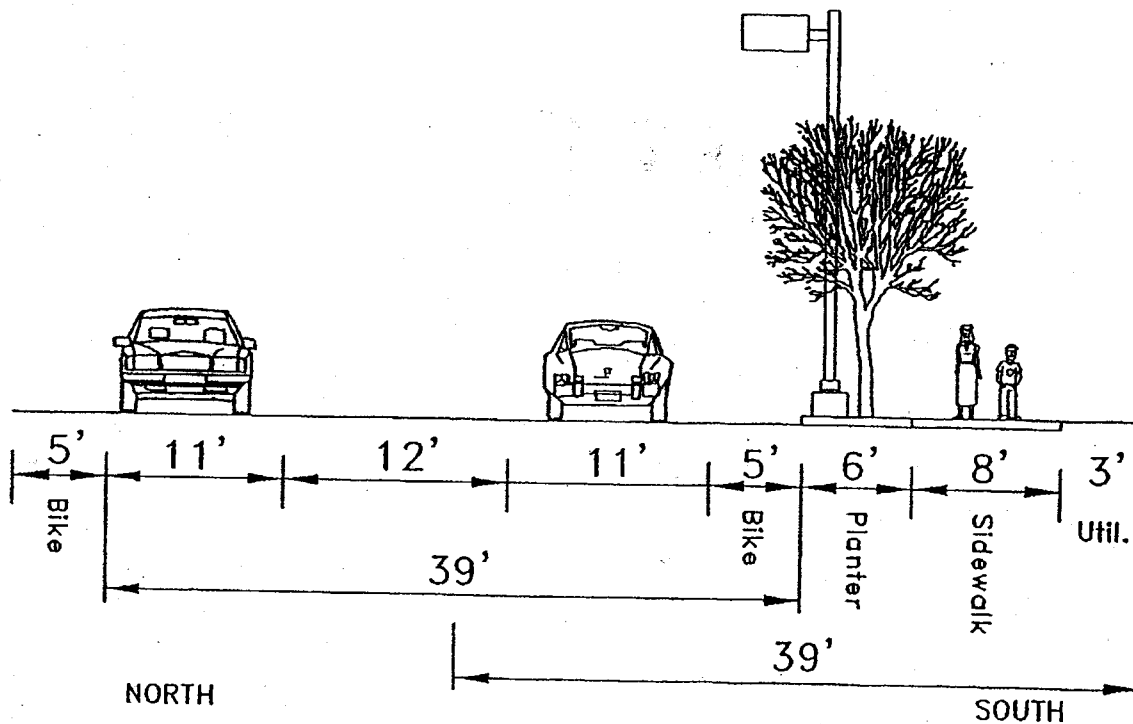


EXHIBIT G-6

TO CONCOMITANT AGREEMENT
AND
DEVELOPMENT AGREEMENT

SOUTH 336TH STREET IMPROVEMENTS
20TH AVENUE SOUTH INTERSTATE-5



NOTE:
PLANTER, SIDEWALK, STREET TREES AND UTILITIES STRIP STOPS
50' WEST OF EAST HYLEBOS BRANCH CULVERT(S) TO
PROTECT WETLAND AND WETLAND BUFFER. SECTION K

AS OF: MAY 10, 2004

N.T.S.

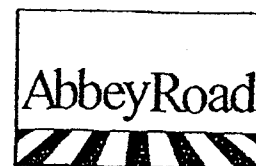


EXHIBIT G-7

TO CONCOMITANT AGREEMENT
AND
DEVELOPMENT AGREEMENT

20TH AVENUE SOUTH AND
SOUTH 336TH STREET INTERSECTION

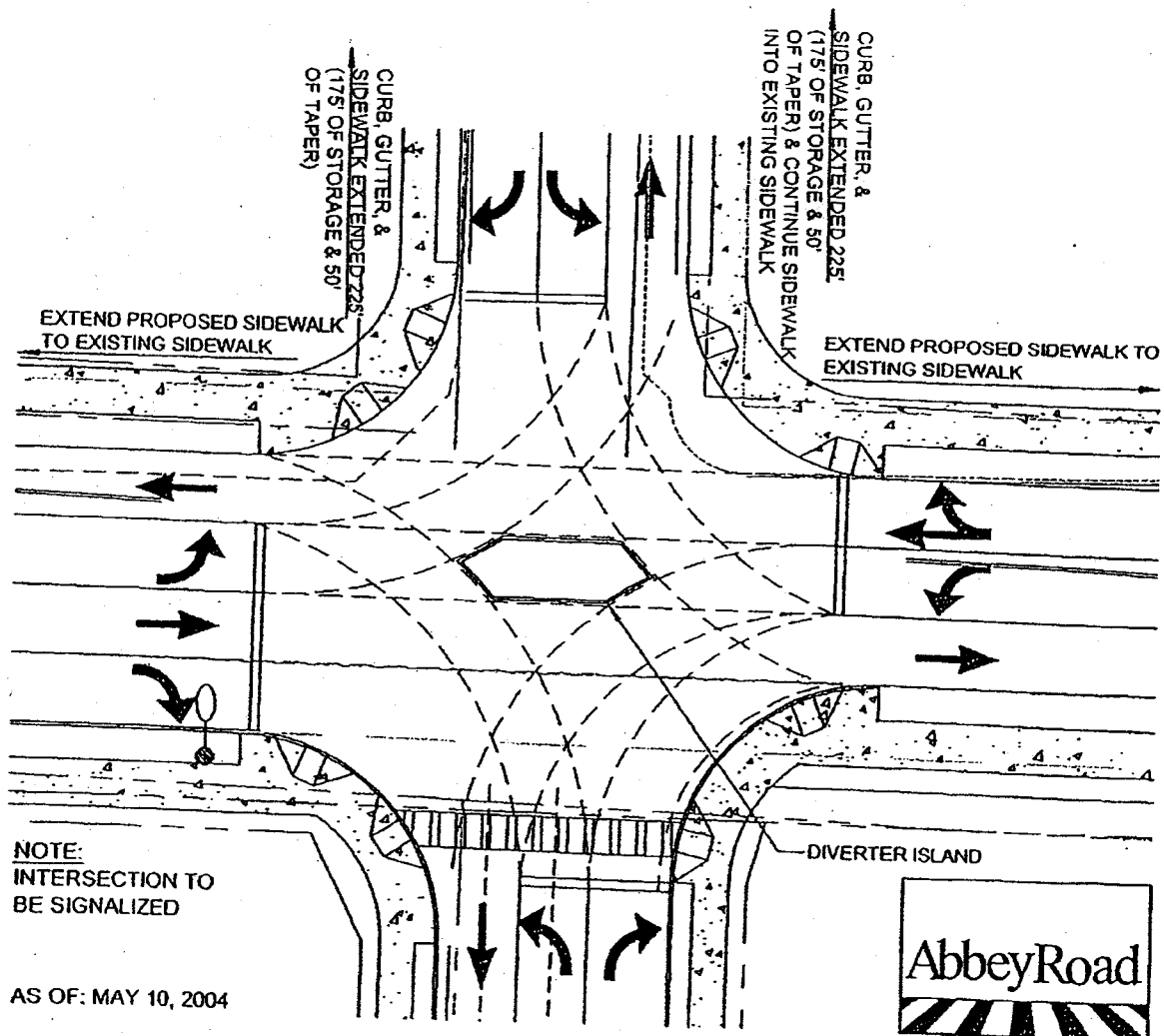


EXHIBIT G-8

TO CONCOMITANT AGREEMENT
AND
DEVELOPMENT AGREEMENT

TRAFFIC CALMING PLANTER
ISLAND DETAIL

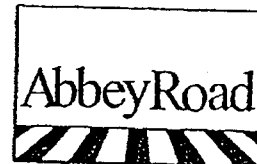
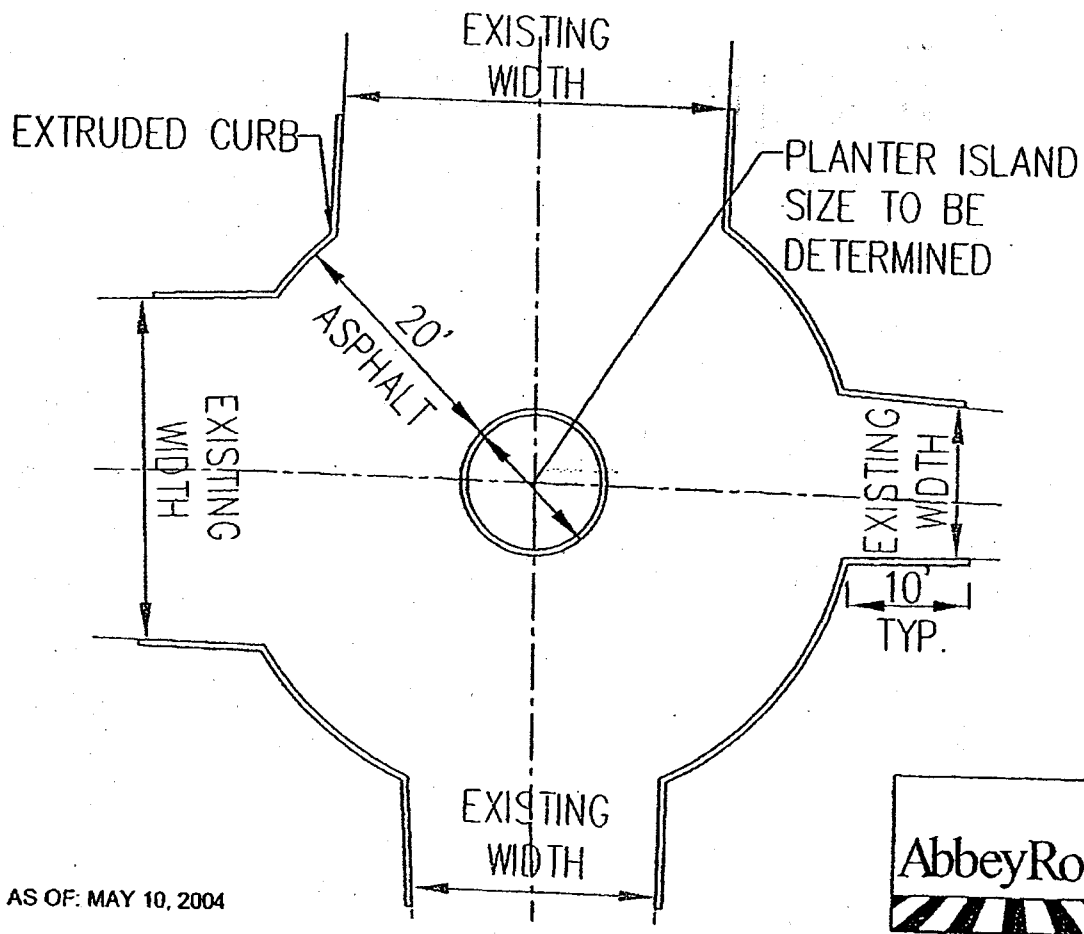
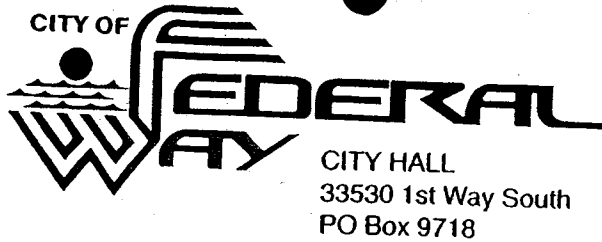


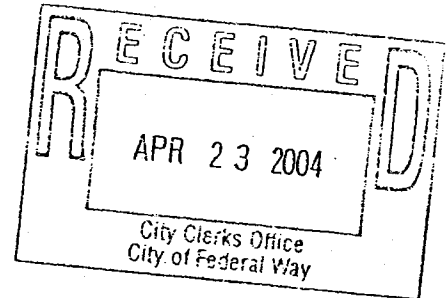
EXHIBIT H
TO CONCOMITANT AGREEMENT
AND
DEVELOPMENT AGREEMENT
PROCESS IV HEARING EXAMINER DECISION



(253) 661-4000
Federal Way, WA 98063-9718

April 23, 2004

Gil Hulsmann
Abbey Road Group, LLC
PO Box 207
Puyallup, WA 98372

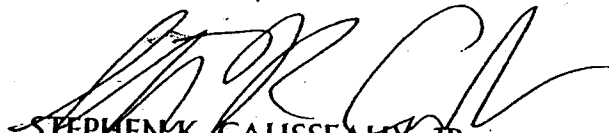


RE: PROCESS IV REQUEST ENVIRONMENTALLY SENSITIVE AREA INTRUSIONS
CHRISTIAN FAITH CENTER, FWHE# 04-03, FW# 02-1-2271-00-UP

Dear Appellant:

Enclosed please find the Report and Decision of the City of Federal Way Hearing Examiner relating to the above-entitled case.

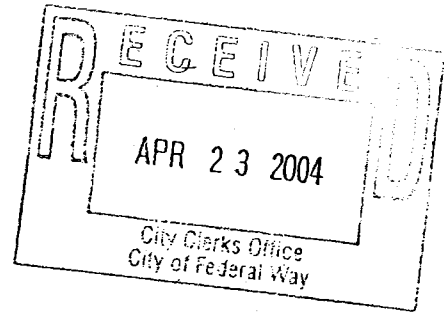
Very truly yours,


STEPHEN K. CAUSSEAU, JR.
HEARING EXAMINER

SKC/klb

cc: All parties of record
City of Federal Way

C: Smith - CD
Kauk - Law



CITY OF FEDERAL WAY

OFFICE OF THE HEARING EXAMINER

IN THE MATTER OF:

PROCESS IV REQUEST ENVIRONMENTALLY
SENSITIVE AREA INTRUSIONS

CHRISTIAN FAITH CENTER.

)
) FWHE# 04-03
) FW# 02-1-2271-00-UP
)
)
)
)

I. SUMMARY OF APPLICATION

The applicant is requesting to: 1) fill a "Category III" wetland and its buffer; 2) mitigate for the filled wetland and buffer by creating wetland and additional buffer area in and adjacent to a "Category II" wetland on the site; 3) displace a portion of a wetland/stream buffer to accommodate an access road; and 4) intrude into wetland buffers for street improvements, including pavement widening, retaining wall, and extending storm pipes and stream culverts.

II. PROCEDURAL INFORMATION

Hearing Date: April 20, 2004
Decision Date: April 23, 2004

At the hearing the following presented testimony and evidence:

1. Lori Michaelson, Senior Planner, City of Federal Way
2. Gil Hulsman, 923 Shaw Road, Suite A, Puyallup, WA 98372
3. Garet Monger, 518 N. 59th, Seattle, WA 98103
4. Marie Adair, 28811 – 19th Ave. S., Federal Way, WA 98003

At the hearing the following exhibits were admitted as part of the official record of these proceedings:

1. Staff Report with all attachments
- 1-E. Addendum to Environmental Impact Statement (1E) (4/16/04)
- 1-F. Letters from Public (Beginning w/Derek Dexheimen) (1F) (4/16/04)

2. Power Point Presentation (Hard Copy) – Process IV Public Hearing
3. Christian Faith Centers – Wetland Areas Chart
4. Statement from Virginia Marquart
5. Marie Adair Statement

III. FINDINGS

1. The Hearing Examiner has heard testimony, admitted documentary evidence into the record, and taken this matter under advisement.
2. The Community Development Staff Report sets forth general findings, applicable policies and provisions in this matter and is hereby marked as Exhibit "1" and incorporated in its entirety by this reference.
3. All appropriate notices were delivered in accordance with the requirements of the Federal Way City Code (FWCC).
4. The applicant has a possessory ownership interest in a generally rectangular, 46.58-acre parcel of unimproved, mostly forested property located east of Pacific Highway South and west of Interstate 5 between South 336th Street and South 341st Place within the City of Federal Way. The applicant has submitted requests for approval of a comprehensive plan amendment, zone reclassification, development agreement, and development plan which, if approved, would allow development of the site into a 218,500 square-foot church, 104,480 square-foot private school, and associated parking, playfields, and landscaping. The decision to approve or deny the above requests is within the jurisdiction of the Federal Way City Council which will hold a public hearing prior to making such determination.
5. To construct the project as proposed, the applicant must also obtain Process IV approval to allow the applicant to fill a wetland and intrude into wetland/stream buffers. Specifically, the applicant requests authority to fill a Category III wetland and its buffer; create additional wetlands and buffers in and adjacent to an on-site Category II wetland; displace a portion of a wetland/stream buffer to accommodate an access road; and potentially intrude into wetland buffers to make street improvements which could include pavement widening, a retaining wall, and the extension of storm pipes and stream culverts.
6. A north/south trending ridge divides the parcel into two drainage subbasins within the Hylebos Creek Basin. A tributary to the west branch of Hylebos Creek flows

from north to south across the west side of the property, and a tributary to the east branch of Hylebos Creek flows across the east side of the parcel from north to south. The Federal Way City Code (FWCC) defines both tributaries as major streams.

7. Three wetlands exist on the site. Wetland "A" measures approximately 4.5 acres, 14,000 square feet of which are located on the site. Wetland "A" is associated with the Hylebos tributary and also serves as an operating, regional storm drainage detention facility known as "Kitts Corner Pond", designed and maintained by the City. Pursuant to a 1996 Settlement Agreement between the City and a previous property owner, the applicant will discharge stormwater runoff from the western portion of the site into the Kitts Corner Pond (Wetland "A"). However, the primary wetland hydrology is provided by the tributary which flows into Wetland "A" through an 18-inch diameter storm pipe and a pair of 42-inch diameter stream culverts beneath South 336th Street.
8. Pursuant to the Settlement Agreement, the City has provided a permanent buffer width of 100 feet around Wetland "A" with the exception of the northern portion of the boundary adjacent to South 336th Street which ranges in width from approximately 40 feet to 50 feet. The proposed site plan shows an access extending east into the site from Pacific Highway South through the southern portion of the wetland buffer as anticipated by the Settlement Agreement which requires City staff to support such an extension. However, the agreement requires Process IV review and hearing examiner approval. Thus, development of the project will not impact Wetland "A", but will impact the buffer along the south portion of the wetland and could impact a portion of the buffer along the north portion of the wetland.
9. As previously found, a Hylebos Creek tributary flows into the wetland from beneath South 336th Street, exits the site through an adjustable gate spillway in the southwest corner of the pond, and then flows into a storm pipe which passes beneath Pacific Highway South. The tributary has no defined stream channel within Wetland "A" and dries up during the late summer.
10. Wetland "C" consists of a 3,762 square-foot Category III Palustrine scrub-shrub wetland located near the center of the parcel at the proposed location of the school auditorium/sanctuary building. The applicant proposes to fill both the wetland and its required 25-foot wide buffer. Wetland "C" has no hydrological connection to any other water body as its hydrology is provided by a high ground water table. The

wetland has low habitat value due to its size, lack of plant diversity, isolation, and lack of open water during the summer months.

11. Wetland "B", located along the eastern property line, consists of a linear, riparian wetland that is associated with and straddles the eastern Hylebos Creek tributary. The wetland meets the definition of a Category II Palustrine Forested wetland which requires a 100-foot wide buffer. The Hylebos tributary provides hydrology for the wetland as it flows into said wetland through two culverts beneath South 336th Street. Sewer line construction previously disturbed the wetland and buffer. The site plan shows the wetland surrounded by a 100-foot wide buffer with the exception of the north portion adjacent to South 336th Street.
12. To build the project as proposed and make a reasonable use of the property, the applicant must fill Wetland "C" and its buffer. To mitigate therefor, the applicant proposes to intrude into Wetland "B", its buffer, and the tributary buffer to create 5,200 square feet of Category II wetland which will include grading. The applicant must also displace 16,305 square feet of Wetland "A" buffer to facilitate construction of the access road from Pacific Highway South. To mitigate for the displacement, the applicant proposes to create 20,083 square feet of wetland buffer along the eastern border of the existing buffer. The applicant may need to displace an unknown amount of buffers for both Wetlands "A" and "B" adjacent to South 336th Street. The exact area of displacement (if any) will not be known until the City Council makes its determination regarding approval of the project and road improvements. Maximum displacement will include 11,690 square feet of Wetland "A" buffer and 6,794 square feet of Wetland "B" buffer. To mitigate, the applicant will add 21,480 square feet of wetland buffer to the northeast buffer of Wetland "A" and 17,165 square feet of buffer along the western buffer of Wetland "B" (See Exhibit 3).
13. Section 22-1358 FWCC sets forth the criteria an applicant must meet prior to constructing improvements and making land surface modifications within regulated wetlands. Section 22-1359 FWCC sets forth criteria for constructing improvements and land surface modifications within regulated wetland buffers. The first five criteria set forth in each section are identical, but modifications within wetlands have four additional criteria. As previously found, the applicant must fill Wetland "C" and its buffer. Prior to obtaining approval to do so, the applicant must establish that the request satisfies all criteria set forth in Sections 22-1358(d) and 22-1359(f) FWCC. Findings on each criteria are hereby made as follows:

- A. Filling the wetland will not adversely affect water quality. The wetland has no hydrologic connection with other wetlands or stream corridors. A code-required final erosion and sedimentation control plan will address adverse water quality impacts related to grading and filling activities. The created wetland and buffer along the eastern tributary will provide much greater functions relating to water quality, hydrology, and wildlife habitat than currently provided by Wetland "C".
- B. Filling the wetland and buffer will not adversely affect the quality of wildlife habitat. Wetland "C" has low habitat value due to its small size, hydrologic isolation, lack of plant diversity, and lack of open water during the summer. The compensatory mitigation areas along Wetland "B" will provide habitat values equal to or greater than retention of Wetland "C". No endangered or protected animals inhabit the site.
- C. Filling the wetland and buffer will not adversely affect drainage or storm water retention capabilities. The applicant will excavate the mitigation area to ensure a volume of surface water detention and retention equal to Wetland "C".
- D. Filling will not lead to unstable earth conditions or create erosion hazards. Wetland "C" is not located near any geologically hazardous areas, and an erosion and sedimentation control plan which the City must approve will address erosion from filling and grading.
- E. Filling the wetland will not be materially detrimental to any other property in the area nor to the City as a whole. As previously found, the applicant will create 5,200 square feet of wetland as compared to the 3,762 square feet filled.
- F. As previously found, the filling of Wetland "C" will result in no net loss of wetland area, function, or value.
- G. The project is in the best interest of the public health, safety, or welfare. As previously found, creating additional wetland and buffer within the valuable stream/wetland area along the east property line results in greater resource protection and will allow more efficient use of land.
- H. The applicant has demonstrated sufficient scientific expertise and

supervisory capability to carry out the project. The applicant's wetland biologist is a recognized expert with over 10 years experience in designing wetland mitigation plans.

- I. The applicant is committed to monitoring the project and making corrections if the project fails to meet projected goals. The applicant has provided a mitigation and monitoring plan for a five-year period and has also designed the storm drainage system to allow further discharge into the wetlands to restore hydrology if such is necessary.
 - J. The City has approved the applicant's conceptual mitigation plan, and the replacement and enhancement wetland and buffer ratios satisfy the criteria set forth in Section 22-1358(e)(3) FWCC.
15. Prior to obtaining approval to intrude into Wetland "B" and its buffer and the Stream "B" buffer to provide compensatory wetland and buffer for filling Wetland "C" and its buffer, the applicant must also establish that the request satisfies the criteria set forth in Sections 22-1358 and 22-1359 FWCC. Findings on each criteria are hereby made as follows:
- A. Intrusion to create additional wetlands will not adversely affect water quality. The created wetland area will have a greater diversity of wetland plants than Wetland "C", and such plants will provide water quality by removing nutrients and toxins by filtration and uptake in plant tissue. Mitigation and monitoring will ensure no adverse impacts to water quality.
 - B. The intrusion will not adversely affect the existing quality of the wetland's or buffer's wildlife habitat. Habitat potential in the mitigation area of Wetland "B" is greater than the wetland and buffer of Wetland "C". The enhanced native scrub-shrub plant community and native forest habitat will increase the vegetation and plant diversity thereby improving near stream habitat opportunities.
 - C. The intrusion will not adversely affect drainage or stormwater retention capabilities. The applicant has designed the created wetland to replicate the stormwater retention capacity of Wetland "C". The applicant will excavate the toe of an existing slope and create a volume of surface water detention and retention comparable to or greater than the filled wetland. Creek flood waters, as well as stormwater runoff, will provide a source of hydrology to the

new wetland. Project stormwater is infiltrated into the ground will move down slope through the wetland buffer into the created wetland.

- D. The intrusion will not lead to unstable earth conditions nor create erosion hazards. The creation area consists of a relatively level flood plain adjacent to the Hylebos tributary. Excavation depth will range from one to three feet, and water velocities, even during winter flooding periods, are relatively slow. The dredging will create no steep slopes or other topography subject to erosion. Extensive revegetation will bind the soil and control erosion.
 - E. The intrusion will not be materially detrimental to any other property in the area nor to the City as a whole. The project will not affect off-site properties or public or private open space areas.
 - F. As previously found, the intrusion will result in no net loss of wetland area, function, or value. The applicant is creating more wetland than it is filling in accordance with the requirements of the FWCC. The applicant is also establishing substantially more wetland buffer than destroyed.
 - G. The project is in the best interest of the public health, safety, or welfare. As previously found, trading a small, isolated wetland for an expanded, connected, wetland system results in greater resource protection and more efficient use of land.
 - H. As previously found, the applicant has demonstrated sufficient scientific expertise and supervisory capability to fulfill the project.
16. Prior to eliminating a portion of Wetland "A"'s south buffer to allow construction of the access road from Pacific Highway South, the applicant must establish that the request satisfies the criteria set forth in Section 22-1359(f) FWCC, addressing wetland buffers, and Section 22-1312(c) FWCC, addressing intrusion into setbacks for streams. Said Sections set forth the same criteria, but Section 22-1312 FWCC has one additional criteria. Findings on each criteria are hereby made as follows:
- A. Locating the access road within the Wetland "A" buffer will not adversely affect water quality. As previously found, Wetland "A", located mostly west and northwest of the site, is known as the "Kitts Corner Pond" and provides a regional storm drainage facility. The applicant's conceptual storm drainage plan (Exhibit L) shows surface water collected from the proposed access

road and directed into a storm water treatment system to the south of said road. The water then discharges into Wetland "A" following cleansing.

- B. Construction of the road in the buffer will not adversely affect the existing quality of the wetland's or buffer's wildlife habitat. The buffers on the west and south sides of Wetland "A" are presently in poor condition and consist of earthen berms, gravel roadways, and sparse vegetation. However, the eastern buffer consists of forest and is therefore in good condition. The applicant proposes to remove 16,305 square feet of a previously disturbed buffer area and replace it with property adjacent to the high quality, forested buffer on the east side of the wetland. The access road is proposed within an existing access easement and was recognized in the Settlement Agreement.
- C. Construction of the road will not adversely affect drainage or stormwater retention capabilities. Construction in accordance with a final storm drainage grading and erosion control plan will assure no adverse impacts to the drainage or stormwater retention capabilities of the buffer.
- D. Construction will not lead to unstable earth conditions nor create erosion hazards. The road area contains no geologically hazardous areas, and construction in accordance with approved plans will ensure that no unstable earth conditions or erosion hazards develop.
- E. Construction will not be materially detrimental to any other property in the area of the subject property nor to the City as a whole, including loss of open space. Replacement of a disturbed buffer with forested property will benefit the City and properties in the area. The additional buffer will preserve and protect sensitive areas from future land modifications and encroachments by people and animals.
- F. Section 22-1312(c)(6) requires the applicant to show that the intrusion is necessary for reasonable development of the subject property. The road will provide access to the site in accordance with an existing easement recognized by the Settlement Agreement. To build the project, the applicant must have an access onto Pacific Highway South. Therefore, the applicant cannot proceed with reasonable development without the road.

17. As previously found, depending on the City Council's requirements for street

improvements on South 336th Street, the applicant may need to intrude into those portions of the buffers of both Wetlands "A" and "B" located within the right-of-way of said road. If the City Council requires full street improvements within the wetland buffer areas, the applicant will need to disturb 11,690 square feet of Wetland "A" buffer and 6,794 square feet of Wetland "B" buffer. The applicant proposes to create 21,480 square feet of buffer for Wetland "A" and 17,165 square feet of buffer for Wetland "B". Thus, the applicant will replace 18,484 square feet of low quality wetland buffer with 38,645 square feet of high quality buffer. Prior to intruding into said wetland buffers to make street improvements, the applicant must establish that the requests satisfies the criteria set forth in Sections 22-1312 and 22-1359 FWCC.

The request satisfies said criteria as the applicant must construct improvements to include pavement widening, retaining walls, and extension of storm drainage pipes.

The existing location and configuration of South 336th Street plus the required street improvements dictate the street and storm drainage system design for the overall project. All improvements will occur within the right-of-way, and the retaining walls will limit buffer displacement. Both buffers along South 336th Street have been previously disturbed by construction of existing street and drainage improvements but have revegetated over time. As previously noted, a sewer line was constructed within Wetland "B". The wetland buffers within the right-of-way provide no significant habitat value, but must be invaded to provide access to the site. The applicant has also demonstrated that the stream cannot cross beneath South 336th Street in an open condition, and extending the culvert by three feet will have little, discernable effect on stream function or habitat. The existing culvert meets the 100-year storm design standard as will the extensions. The culvert design does not preclude fish passage, although fish do not inhabit either tributary, and are not located immediately down stream.

18. In summary, Wetland "A" will not be disturbed, but will have its buffer area expanded from the present 192,327 square feet to a possible 205,895 square feet, and will also have 3,598 square feet of wetland enhancement. Wetland "C" will be filled and eliminated. Wetland "B" will increase in size by 5,200 square feet and will have its buffer area increased from the present 193,085 square feet to 220,089 square feet. Overall, wetland size will increase from the present 242,971 square feet to 244,410 square feet. Wetland buffers will increase from the present 393,838 square feet to 425,985 square feet (Exhibit 3). Therefore, development of the site as proposed will result in no net loss in wetlands and/or wetland buffers.
19. Prior to obtaining Process IV review approval, the applicant must establish that the request satisfies the criteria set forth in Section 22-445(c) FWCC. Findings on each

criteria are hereby made as follows:

- A. All requests are consistent with the Federal Way Comprehensive Plan. Applicable goals and policies set forth in the Plan include Policy CA4 which approves a tradeoff of small, isolated wetlands in exchange for a larger, connected wetland system which can achieve greater resource protection and reduce isolation and fragmentation of habitat. The applicant proposes a development which eliminates a "small, isolated wetland" in exchange for increasing the size of a more valuable, larger, connected wetland system. Policy NEG7 of the Comprehensive Plan encourages the protection and enhancement of the functions and values of the City's wetlands, and the applicant's mitigation plans do so. As previously found, the project meets the City's objective of no overall net loss of wetland functions or values in accordance with Policy NEP43. The mitigation site complies with Policy NEP50 as it contributes to an existing wetland system and increases buffers for existing wetlands.
 - B. The project is consistent with all applicable provisions and laws of the FWCC assuming compliance with conditions of approval and City Council approval for the overall development.
 - C. The project is consistent with the public health, safety, and welfare.
 - D. The City Council will determine whether the streets and utilities in the area are adequate to serve the anticipated demand from the proposal. The wetland mitigation does not generate demand on streets and utilities. Approval of the Process IV request will authorize street frontage improvements within the South 336th Street right-of-way and construction of an access road from Pacific Highway South.
 - E. The City Council will determine whether the proposed accesses to the parcel are at their optimal location and configuration. Again, the Process IV approval authorizes street improvements and construction as set forth above.
20. The City included a number of comment letters which raised generalized objections regarding the filling of wetlands and intrusion into wetland buffers. However, none of the letters offered expert testimony contradicting the applicant's expert studies and the City's review thereof. The Washington Court of Appeals addressed such

comments in Maranantha Mining v. Pierce County, 59 Wash.App. 795 (1990);

The only opposing evidence was generalized complaints from displeased citizens. Community displeasure cannot be the basis of a permit denial. 59 Wash.App. 795, at 804.

IV. CONCLUSIONS

From the foregoing findings the Hearing Examiner makes the following conclusions:

1. The Hearing Examiner has jurisdiction to consider and decide the issues presented by this request.
2. The applicant has established that the request to fill a Category III wetland and buffer, mitigate for such activities by providing additional wetlands and buffers, displacing a wetland/stream buffer to accommodate an access road, and intrude into wetland buffers to construct street improvements is consistent with applicable criteria set forth in Sections 22-1358, 22-1359, and 22-1312 FWCC. The project also complies with applicable goals and policies of the Federal Way Comprehensive Plan.
3. The project satisfies all criteria set forth in Section 22-445(c) FWCC for Process IV approval. Therefore, Process IV approval should be granted subject to the following conditions:
 1. As required by the Director of Community Development Services, prior to occupancy of any buildings on the site, the applicant shall set aside the wetlands and buffers approved by this decision as Native Growth Protection Tracts (NGPT's). The boundaries of the areas shall be surveyed and shall reflect the expanded buffers shown in a final approved Mitigation and Monitoring Plan, prepared in accordance with Condition #7 below; and shall be in addition to the buffer area for the east side of Wetland "A" as delineated the 1996 Settlement Agreement between the City of Federal Way and the Federal Way Industrial Park. The applicant shall submit the draft documents for the City's review and authorization and the documents shall be recorded as directed by the City.
 2. As required by the Directors of Community Development Services Department and Public Works Department, prior to issuance of any

construction permits, the applicant shall field-flag all identified wetland buffer boundaries in accordance with a final approved Mitigation Plan, prepared in accordance with Condition #7 below; and consistent with the recorded Native Growth Protection Tracts as required by Condition #1 above; and the buffer boundaries shall be reflected on all applicable construction drawings and permits.

3. As required by the Director of Community Development Services, prior to issuance of a building permit, the applicant shall submit for the City's review and approve a plan to provide signage on the site, identifying environmentally sensitive areas and prohibiting human and pet access into such areas. The plan shall include the number, location, and design details, including text, for the proposed signs.
4. Any use of the recreational field adjacent to Wetland "B" for competitive athletic games, such as baseball or soccer, as may be approved by the Director of Community Development Services, must provide fencing adjacent to the sports field along the west Wetland "B" buffer boundary, delineated pursuant to Condition #1 above. Prior to initiation of any such activities, the applicant shall establish the fencing pursuant to the City's review and approval of a fencing plan and design details as provided by the applicant, and such fencing shall be designed to allow for the passage of small animals.
5. As required by the Director of Community Development Services pursuant to FWCC § 22-1358(1)(g) and § 22-1358(3)(4), prior to issuance of construction permits related to any work approved with this application, the applicant shall: (a) provide a cost estimate that covers the complete costs for plant materials, installation, and maintenance, including contingencies, pursuant to the final approved Mitigation Plan; (b) provide a performance and maintenance bond to the City in the amount of 120 percent of the cost estimate; and (c) pay for the services of a qualified professional selected and retained by the City to review monitoring reports, conduct inspections, and make recommendations to the City during monitoring period. Following successful installation of the wetland mitigation work pursuant to the final approved Plan and initial inspection, the performance portion of the bond shall be released and the five-year maintenance portion of the bond shall apply during the five years of monitoring.

6. As required by the Director of Public Works, grading and clearing activities in the Wetland "B" mitigation area (excluding installation of planting and an irrigation system) shall be prohibited between October 1st and April 30th.
7. Prior to issuance of any construction permits, the applicant shall submit a final Mitigation and Monitoring Plan, for the City's review and approval, that addresses all outstanding requirements as identified in the April 8, 2004, memorandum from Sheldon and Associates, Inc.
8. The Process IV approval does not take effect unless or until the City Council approves the Comprehensive Plan Amendment, Rezone, Development Agreement, and Development Plan, as separately requested by the applicant.

DECISION:

The request for Process IV approval to allow the filling of Wetland "C", the mitigation for the filled wetland and buffer by the creation of wetland and additional buffer area in an and adjacent to Wetland "B"; the displacement of a portion of a wetland/stream buffer to accommodate an access road; and the intrusion into wetland buffers for street improvements is hereby granted subject to the conditions contained in the conclusions above.

DATED THIS 23rd DAY OF April, 2004.


STEPHEN K. CAUSSEAU, JR.
Hearing Examiner

TRANSMITTED THIS 23rd DAY OF April, 2004, to the following:

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PROCESS IV

Rights to Appeal

Decisions of the hearing Examiner may be appealed by any person who is to receive a copy of that decision under FWCC Section 22-443.

The appeal, in the form of a letter of appeal, must be delivered to the Department of Community Development Services within fourteen (14) calendar days after the issuance of the Hearing Examiner's decision. The letter of appeal must contain:

2. A statement identifying the decision being appealed, along with a copy of the decision;
3. A statement of the alleged errors in the Hearing Examiner's decision, including specific factual finds and conclusions of the Hearing Examiner disputed by the person filing the appeal; and
4. The appellant's name, address, telephone number and fax number, and any other information to facilitate communications with the appellant.

The person filing the appeal shall include, with the letter of appeal, the fee established by the City of the costs of preparing a written transcript of the hearing (or in the

alternative, the appellant may prepare the transcript at his or her sole costs from tapes of the hearing provided by the City). The appeal will not be accepted unless it is accompanied by the required fee and cost (or agreement of the appellant to prepare the transcript).

Appeals from the decision of the Hearing Examiner will be heard by The City Council. The decision of City Council is the final decision of the City.

The action of the City in granting or denying an application under this article may be reviewed pursuant to RCW 36.70C in the King County Superior Court. The Land Use Petition must be filed within twenty-one (21) calendar days after the final land use decision of the City.

EXHIBIT D

STATEMENT OF FACTS AND CONCLUSIONS

1. The applicant has a possessory ownership interest in a generally rectangular parcel of unimproved property located east of Pacific Highway South and west of Interstate 5 (I-5) between South 336th Street and South 341st Place within the City of Federal Way.
2. The subject site currently has a comprehensive plan and zoning designation of Business Park (BP) and the land is presently vacant. Existing zoning and land uses of the surrounding properties in the vicinity include single and multiple family to the north; a mix of residential, commercial, and industrial to the south; commercial to the west, and Interstate 5 and commercial to the east.
3. The applicant has submitted requests for approval of a comprehensive plan amendment and rezone, with an associated development agreement and development plan to allow development of the site into a 218,500 square-foot church, 101,526 square-foot private school, and associated parking, playfields, and accessory uses.
4. The requested Comprehensive Plan Amendment and Rezone is subject to a City Council decision pursuant to *Federal Way City Code* (FWCC) Chapter 22, Article IX, "Process VI Review;" and the requested Development Agreement and Development Plan is subject to City Council decision pursuant to FWCC Chapter 22, Article IX, "Process VI Review," and FWCC Chapter 22, Article XXI, "Development Agreements." The decision to approve or deny the requests is within the jurisdiction of the Federal Way City Council.
5. The City Council held a Public Hearing May 24, 2004 and June 15, 2004, took testimony, admitted evidence into the record, and considered the matter fully.
6. All appropriate procedures were followed in accordance with the requirements of the FWCC and applicable law.
7. All appropriate notices were delivered in accordance with the requirements of the FWCC and applicable law.
8. The Hearing Examiner reviewed and conditionally approved the environmentally sensitive areas requests associated with the application on April 23, 2004. The Hearing Examiner Decision sets forth general findings, applicable policies and provisions in the matter and is hereby incorporated in its entirety, without limitation, by this reference.
9. Pursuant to the State Environmental Policy Act (SEPA), the City issued a Notice of Adoption of Existing Environmental Documents and Issuance of a Determination of Nonsignificance, on the proposed Comprehensive Plan Amendment and Rezone of the site from Business Park (BP) to Multifamily Residential 3600 (RM-3600) on July 4, 2001. The City issued Draft and Final Environmental Impact Statements (EIS) for the development application on November 18, 2003, and March 3, 2004, and EIS Addenda on April 16, 2004 and May 21, 2004. Four public meetings were conducted during the environmental review process for the proposed project. These included an EIS Scoping Meeting on August 27, 2002; Neighborhood Traffic Meeting on May 8, 2003; Draft

Environmental Impact Statement (DEIS) hearing on December 12, 2003; and City Council EIS briefing on March 15, 2004. The Threshold Determination, EIS and addenda, and all environmental documents for the project, are hereby incorporated in their entirety, without limitation, by this reference.

10. The Staff Report sets forth general findings, applicable policies and provisions in the matter and is hereby incorporated in its entirety, without limitation, by this reference.
11. Pursuant to FWCC Section 22-1660, "Purpose," development agreements associated with a comprehensive plan designation and related zoning change may be used at the City Council's discretion, where the project is larger in scope and has potentially larger impacts than normal, or where the City Council may desire to place certain restrictions on the proposal. The intent of a development agreement is not to waive requirements normally associated with a proposed use. A "Concomitant Agreement and Development Agreement", herein called "The Agreement" or "The Development Agreement," has been prepared for the project in order to fully address and mitigate identified impacts associated with the project. The Concomitant Agreement allows for a rezone of the property subject to conditions governing the use of the property. Under the Concomitant Agreement, the allowable use of the property shall be limited to a church, a school, and accessory uses. Pursuant to FWCC Section 22-1662, "Content," the Agreement sets forth the development standards and other provisions that apply to and govern and vest the development, use, and mitigation of the development of the real property for the duration specified in the Agreement, consistent with the applicable City of Federal Way development regulations. The Agreement is accompanied by a Development Plan (*Exhibit B* to the Agreement) as required by FWCC Section 22-1669, and has been prepared in accordance with FWCC Section 22-1664, "Preparation of Development Agreement."
12. Mitigation measures established in the Agreement are based on the FWCC and adopted regulations, policies and procedures; *Federal Way Comprehensive Plan* (FWCP); the EIS prepared for the project, including the key development and operational assumptions underlying the EIS analysis; and the City's police power authority.
13. Mitigation measures established in the Agreement are proportional to direct, identified impacts of the development and are supported by substantial evidence.
14. The proposed principal uses of the site as a church and school, are allowed uses in the proposed Multifamily Residential (RM) zoning districts, pursuant to FWCC Sections 22-671 and 22-674, subject to all applicable development regulations and standards. Use and development of the site consistent with the FWCC and the Development Agreement will help ensure compatibility of the use with surrounding areas.
15. The project will provide a "front yard" setback from South 336th Street of a minimum 50 feet; with "side" and "rear" yards of 30 feet for the church building; and 50 feet for the school building, ball fields and any playground equipment. This provides an additional 20 feet more of front yard setback from South 336th Street for the church building than would be required by FWCC Sections 22-671 and 22-674, which allows additional landscape screening against South 336th Street and residential zoning districts to the north of the site. In addition, pursuant to code-required parking setbacks and design guidelines, a 15-foot parking lot setback along church portion with landscape buffer will be provided along the south property line adjacent to the residential uses to the south.

16. Consistent with FWCC Sections 22-671 and 22-674, the maximum allowed height of single-story elements of the church building is 35 feet above average building elevation (ABE), with up to three additional feet allowed for articulated cornices, and the maximum second-story height for offices, classrooms, library, and similar uses is 40 feet above ABE. The maximum height of the school building is 40 feet above ABE, with up to three additional feet allowed for articulated cornices. The maximum height of the sanctuary portion of the church, and the gymnasium portion of the school auditorium, is 55 feet ABE.
17. Pursuant to FWCC Section 22-1669, "Development Plan," and FWCC Section 22-395, "Director's Decision", the site and architectural design elements of the project were approved in a March 20, 2004, Director's Design Decision, based on the analysis and findings contained in *Exhibit A* to the decision. Development of the site in accordance with the design decision and other conditions of project approval and required mitigation will ensure incorporation of good design principles and compatibility with surrounding areas. The design decision sets forth general findings, applicable policies, and provisions, and is hereby incorporated in its entirety, without limitation, by this reference.
18. The applicant's preliminary clearing, grading, erosion control, significant tree survey, landscape, and surface water drainage plans have been reviewed and accepted under applicable City of Federal Way adopted codes, policies, and regulations, including FWCC Chapter 21, "Surface Water Management"; FWCC Chapter 22, Article XVII, "Landscaping"; and the *King County Surface Water Design Manual* (KCSWDM) and the City's amendments to the KCSWDM, subject to review of final construction plans prepared in accordance with all applicable codes and development standards; the EIS; Process IV conditions of approval; and mitigation required under the Development Agreement.
19. Surface water detention and water quality treatment facilities will be provided for both the west and east drainage sub-basins on the site, in accordance with all applicable design and development regulations.
20. The Development Agreement establishes a number of mitigation measures that meet or exceed code requirements. This includes the oversight of a Construction Site Erosion and Sediment Control (ESC) Supervisor; a Stormwater Pollution Prevention Plan; a phased construction plan; and seasonal construction limits. Surface water mitigation in the Agreement includes design and construction of the east side stormwater detention pond to meet Level 2 flow control standards; collection and dispersement of roof runoff from the sanctuary roof to adjacent wetland buffer areas; design and construction of surface water treatment facilities for the East and West 1 sub-catchments to include the use of Stormwater Management filter vault systems, with compost medium, that meets or exceeds Resource Stream Protection Standards; and provision of an Integrated Pest Management Plan as described in the *Department of Ecology Stormwater Manual* (2001), in order to control the use of fertilizers and pesticides. The Agreement also provides for denser vegetated bank cover and larger trees around surface water detention water quality treatment ponds than would otherwise be required by code. Additional vegetated cover will contribute to water quality by decreasing the temperature of surface water runoff from impervious surfaces and standing water in drainage facilities. This will help mitigate stormwater drainage impacts from the development.
21. Perimeter landscape buffers, as specified in the Development Agreement, meet or exceed the applicable standards in FWCC Section 22-1566, "Multifamily Residential, RM." This includes 50 feet of landscaping along South 336th Street; 20 feet along other public rights-of-way and access easements; 15 feet along other property lines associated with the church; and 10 feet along other

property lines associated with the school. These provisions are consistent with the FWCC, and also provide 20 feet of additional landscaping along South 336th Street than required by code. A 50 foot vegetated landscape buffer along South 336th Street will preserve additional native trees and shrubs and preserve a cross-site vegetated corridor linking to on-site wetland and stream buffers and riparian areas along the East Branch Hylebos Creek. In addition to retaining native vegetation and providing habitat opportunity, this corridor will provide water quality functions such as rainwater interception and filtering.

22. The clearing, grading, surface water, and landscaping mitigation provided in the Development Agreement is consistent with goals and policies contained in the FWCP Natural Environment Chapter, including NEG1, NEG2, NEG3, NEG10, NEP1, NEP2, NEP7, NEP 10, NEP18, NEP21, NEP63, and NEP64.
23. Pursuant to FWCC Sections 22-1671, 22-1674, and 22-1378, the required amount of parking for churches and schools is determined on a case-by-case basis, pursuant to a parking demand analysis. Based on the City's review of the applicant's Traffic Management Plan (TMP), the Development Agreement specifies a minimum of 1,406 parking stalls and a maximum of 1,540 stalls on the site to serve anticipated parking demand for ordinary operation of the site. The Agreement also requires the applicant to prepare and submit an overflow parking plan for review and approval to the Public Works Director prior to special events to manage overflow parking using resources such as transit, shuttle service, and traffic control such as flaggers and police officers. The Agreement establishes the parking setbacks from property lines, consistent with FWCC Sections 22-671 and 22-674.
24. Lakehaven Utility District has provided Certificates of Water and Sewer Availability for the property, and will provide these services pursuant to developer extension agreements between the applicant and District. Fire and emergency medical services will be provided by the Federal Way Fire Department. A City-operated regional storm drainage detention pond located in the northwest portion of the site has been determined to have adequate capacity to accommodate site drainage from the westerly sub-basin on the property.
25. Staff has reviewed and analyzed transportation related matters. The Staff Report sets forth general findings, applicable policies, and provisions related to the matter, and is hereby incorporated in its entirety, without limitation, by this reference.
26. The project site has frontage on the existing rights-of-way of South 336th Street, SR 99 (Pacific Highway South), South 341st Place, and the planned extension of 20th Avenue South, as shown in FWCP Map III-5. Pursuant to FWCC Section 22-1474(a), frontage improvements are required for these roadways.
27. South 336th Street is classified as a minor arterial, as shown in FWCP Map III-5. FWCP Map III-6 classifies South 336th Street as a Type K street. FWCP Map III-19 was revised to relocate the segment of a bicycle route on South 336th Street between 13th Place South and 20th Avenue South to South 330th Street. Therefore, a Type K street is no longer applicable to South 336th Street west of 20th Avenue South; a Type M street is now the appropriate standard. Existing improvements on the frontage consist of 36 to 54 feet of pavement with intermittent curb, gutter, and sidewalk on the north side only. Existing right-of-way width varies from 60 to 100 feet. The applicant will dedicate five feet of right-of-way on the west 400 feet of frontage only and construct the required half-street improvements on the entire frontage. Modifications approved by the Director of Public Works may be made pursuant to FWCC Section 22-1477, in order to minimize impacts to wetlands and wetland buffers.

28. SR 99 (Pacific Highway South) is classified as a principal arterial, as shown in FWCP Map III-5. FWCP Map III-6 classifies SR 99 as a Type A street. SR 99 is currently under construction to provide full standard improvements, and all necessary right-of-way has been acquired.
29. Twentieth Avenue South is classified as a minor collector, as shown in FWCP Map III-5. FWCP Map III-6 classifies 20th Avenue South as a Type R street. As a new street through the site, the applicant will dedicate all 66 feet of right-of-way and construct full street improvements.
30. South 341st Place is classified as a minor collector, as shown in FWCP Map III-5. FWCP Map III-6 classifies South 341st Place as a Type R street. Existing improvements consist of a 36-foot street with curbs and gutters, and five-foot sidewalks in a 60-foot right-of-way. The applicant will dedicate an additional three feet of right-of-way. Pursuant to FWCC Section 22-1477, the requirement for street frontage improvements on South 341st Place are waived because the improvements are already in place.
31. Pursuant to FWCC Section 22-1474(b), the City may require up to 300 square feet of right-of-way dedication per average daily trip generated. According to the EIS, average daily trip generation would exceed 2688 trips, thus allowing the City to require at a minimum 806,486 square feet of right-of-way dedication. Approximately 108,290 square feet of right-of-way dedication would be required to meet full standards. Thus, the right-of-way requirements are proportionate with the level of impact.
32. Pursuant to FWCC Section 22-1542, two-lane driveways shall be 30 feet wide, and three-lane driveways shall be 40 feet wide, unless design vehicles (the largest vehicle that would reasonably be expected to use the driveway, and therefore the one to which the driveway will be designed) require larger widths. The EIS analyzed all driveways as two-lane except for the northerly of the four driveways onto 20th Avenue South, and the driveway onto South 336th Street, which were assumed to be three-lane driveways.
33. Pursuant to FWCC Section 22-1543(a), South 336th Street has an access classification of four, which allows access points with spacing of 150 feet measured centerline-to-centerline. FWCC Section 22-1543(c) limits access to one per 330 feet of frontage. South 336th Street has approximately 2150 feet of frontage, thus six access points could be allowed. The site plan for the project shows one access approximately 572 feet west of 20th Avenue South. A single-family residential driveway is located opposite this proposed driveway, the driveway to the Ridgecrest Motel is located approximately 100 feet to the west, and a driveway to a multi-family residential complex is located 230 feet to the east. The spacing standard does not apply to single-family residential uses. If the driveway were to be relocated to the east, it would worsen the intersection sight distance for traffic turning left from the driveway onto westbound South 336th Street. If the driveway were relocated to the west, it would infringe upon wetland buffer. The Ridgecrest Motel consists of eight units. Based on ITE *Trip Generation*, 6th edition, the motel is estimated to generate four trips the morning, evening, and Saturday peak hours, and three trips during the Sunday peak hour; therefore, although this access does not meet spacing standards, it has a low probability of creating a significant safety issue. City staff will monitor.
34. Pursuant to FWCC Section 22-1543(a), SR 99 has an access classification of one, which, due to its status as a state highway, must meet the Washington State Department of Transportation (WSDOT) standard of 250 feet. Left-turn in access would best be allowed at a spacing of 330 feet, and full access is permitted only at signalized intersections. However, FWCC Section 22-1543(c) limits

access to one per 330 feet of frontage. The site has approximately 534 feet of frontage; therefore, only one access point would be permitted. The project proposes to provide a right-in/right-out access 749 feet south of South 336th Street, which would be shared with Pacifica Plaza. This location has no other access within 250 feet. Therefore, this access meets driveway spacing standards.

35. Pursuant to FWCC Section 22-1543(b), the access spacing standard for 20th Avenue South would be 150 feet. Each of the proposed driveways meets this standard. However, FWCC Section 22-1543(c) limits access to one per 330 feet of frontage. Twentieth Avenue South has 1662 feet of frontage, thus five access points could be allowed, whereas four are proposed. Therefore, this standard is met.
36. Pursuant to FWCC Section 22-1543(b), the access spacing standard for South 341st Place would be 150 feet. FWCC Section 22-1543(c) limits access to one per 330 feet of frontage. No access points are proposed onto South 341st Place. However, the creation of the intersection of 20th Avenue South and South 341st Place creates access spacing issues with an existing driveway at the intersection of 21st Avenue South and South 341st Place. As part of engineering plan review, the applicant will provide plans that provide adequate intersection sight distance, geometrics, and traffic control measures that provide for safe and efficient operation of the intersection consistent with FWCC and adopted standards.
37. Pursuant to TIA Guidelines item VI.D.4.a, the City uses *Highway Research Record 211* to determine when left-turn lanes are warranted at unsignalized intersections. A left-turn lane is warranted when certain thresholds involving travel speeds, left-turn volumes, through volumes in the same direction as the subject left-turn, and opposing traffic volumes are exceeded.
38. Based on the volumes in the traffic analysis for the EIS, this warrant is met at the driveway on westbound South 336th Street during the morning, afternoon, and evening peak hours. Therefore, the applicant will provide a westbound left-turn lane at the site access on South 336th Street.
39. Based on the volumes in the traffic analysis for the EIS, left-turn lane warrants are met at the north driveway on northbound 20th Avenue South during the morning, and Sunday between service peaks; at the north central driveway on southbound 20th Avenue South during the morning, afternoon, Sunday between service, and Sunday after service peaks; at the south central driveway on northbound 20th Avenue South during the morning, and Sunday between service peaks; at the south central driveway on southbound 20th Avenue South during the Sunday between service peak; at the south driveway on southbound 20th Avenue South during the Sunday between service and after service peaks; and at the south driveway on northbound 20th Avenue South during the Sunday between service peak. Since left-turn lanes are warranted at each driveway, the applicant will stripe 20th Avenue South to provide a two-way left-turn lane throughout the site.
40. The proposed schedule of activities contained in the Traffic Management Plan (TMP), required pursuant to FWCC Section 22-671, was analyzed in the environmental review. Pursuant to FWCP Policies TP5, TP45, and TP62, the following restrictions on the scheduling of activities will be placed on the development in order to reduce traffic impacts: school classes will be completed by 3:30 pm; Sunday services will be separated by at least 90 minutes; evening services will be scheduled to start no earlier than 6:30 pm; Dominion College will have no classes scheduled between noon and 6:30 pm; and special events will be reviewed on a case-by-case basis pursuant to the TMP and should be scheduled to not add trips during peak hours of other uses, or conversely, other uses should be canceled to accommodate the special events. Should a modification of this

schedule of activities, which was submitted for review in the EIS, be required, the Agreement specifies the applicable code process to use.

41. The intersection of SR 99 at South 312th Street would fail the adopted Level of Service (LOS) standards in 2007 with or without Christian Faith Center (CFC). This intersection was originally included in the study area based on a 10 evening peak hour trip threshold in the City's *Guidelines for the Preparation of Transportation Impact Analyses*. As a result of the initial analysis, CFC modified their proposed hours of operation to reduce evening peak hour trip generation. As a result, the project now impacts this intersection by eight evening peak hour trips, less than the 10-trip threshold. Therefore, no mitigation is required at this intersection.
42. Pursuant to the methodology analyzed in the EIS, the intersection of South 320th Street and 23rd Avenue South fails the adopted LOS standard during the evening peak hour in 2007, with or without the project, and fails as a result of the project during the Sunday peak. Staff considered other methodologies for determining failure of the adopted LOS standard without violating the adopted policy. In practice, City staff has administered the policy as outlined in the TIA guidelines as the worst of two tests. Table 2 defines a volume/capacity ratio test as X_c (as defined in the *Highway Capacity Manual*) must be less than 1.000. However, item V.B. in the TIA Guidelines specifies that no movement shall have a volume/capacity ratio greater than 1.000. It is this latter standard upon which the EIS identified the LOS failure. Using X_c , the volume /capacity ratio is 0.91 during the 2007 evening peak hour and 0.94 during the Sunday peak hour. Given that using X_c is consistent with FWCP Policy TP16, and the high cost to mitigate relative to the impact, no mitigation will be required at this intersection.
43. The intersection of South 336th Street at 1st Way South would fail the LOS standards during the evening peak hour in 2007 with or without the project. The proposed mitigation would provide a protected right turn overlap phase for westbound traffic during the southbound left-turn phase. This is a minor revision to the signal design and will be incorporated into the capital project at this location, which is scheduled to be in design in 2004. No mitigation will be required at this intersection beyond pro-rata share contributions described in the Agreement.
44. The intersection of 16th Avenue South at South 341st Place would fail the LOS standard during all peak hours analyzed as a result of the project. The project would add 426 trips during the morning peak hour, 344 trips during the afternoon peak hour, 99 trips during the evening peak hour, and 820 trips during the Sunday peak hour. Because of its proximity to the signalized intersection of 16th Avenue South and SR 99, it is impractical to signalize this intersection to resolve the LOS failure.
45. The EIS considered three alternatives to resolve the LOS failure at 16th Avenue South and South 341st Place. One assumes that the capacity restriction will resolve itself by drivers rerouting to avoid making the left-turn from westbound South 341st Place to southbound 16th Avenue South, by rerouting to South 336th Street and SR 99 when leaving the site, called the "Capacity Constrained Distribution" in the EIS. The second is to provide a connection between South 341st Place and South 344th Street, and use planned signalized intersections on South 344th Street at 16th Avenue South and SR 99 to access these roadways. The third alternative considered is to prohibit westbound left-turns from South 341st Place to southbound 16th Avenue South and accommodate U-turns by constructing a roundabout at the intersection of SR 99 and 16th Avenue South. Based on staff analysis, alternatives one and three are not recommended.
46. The "Capacity Constrained Distribution" assumes that due to significant delays encountered when attempting to make a westbound left-turn from S 341st Place to 16th Avenue S, drivers would

become frustrated and learn to use alternate routes. The EIS analysis assumed that most of these trips would leave the site to the north onto S 336th Street, and most would head west on S 336th Street to SR 99 and turn left to 16th Avenue S or continue straight on SR 99. Although no capacity improvements appear warranted as a result of this assignment, staff has significant concerns about the safety of the 16th Avenue S / S 341st Place intersection under this scenario. It has been the City's experience that unsignalized intersections operating near capacity have a higher than average collision rate. This is due primarily to increased driver frustration, leading to drivers choosing gaps in opposing traffic that are inadequate to complete the maneuver safely. Therefore, this alternative is not recommended.

47. The roundabout alternative would provide adequate levels of service. In order to accommodate planned traffic volumes, it would have a 3-lane roundabout with an inscribed diameter of 200 feet. As SR 99 is a state highway, any intersection modifications would have to be approved by WSDOT. To date, WSDOT has not approved any three-lane roundabouts on the state highway system, and its historical reluctance to approve 2-lane roundabouts casts doubt as to whether this would be a viable alternative at this time. In addition, a roundabout would need right-of-way on both sides of SR 99, impacting developed properties on the east side of SR 99. Therefore, this alternative is not recommended.
48. Providing a connection between South 341st Place and South 344th Street reroutes traffic around the intersection of 16th Avenue South and South 341st Place, and takes advantage of a project planned by the City to construct traffic signals on South 344th Street at 16th Avenue South and at SR 99.
49. Potential locations to provide this connection between South 341st Place and South 344th Street are 21st Avenue South and 18th Avenue South. Due to the presence of wetlands, three different alignments for 21st Avenue South were considered in the EIS. An alignment along the existing right-of-way would impact wetlands and result in two stream crossings; an alignment to the east would cross the wetland at its narrowest width, but would still impact wetlands and result in two stream crossings; and an alignment to the west would avoid impacting the stream and wetlands, but would require right-of-way acquisition from the truck parking lot.
50. Eighteenth Avenue South has continuous right-of-way, but is not a through street due to an existing temporary berm. Eighteenth Avenue South provides a preferred alternative to 21st Avenue South due to the wetlands in the vicinity of the proposed 21st Avenue South alignments and the transitional nature of the residential neighborhood on 18th Avenue South. Pursuant to FWCC Section 22-1477, the required right-of-way width may be modified by the Director of Public Works to avoid right-of-way acquisition and lessen the impact to the neighborhood, and utility undergrounding will not be required. Therefore, the applicant will construct 18th Avenue South as a modified street section between the southern extent of the street improvements in Kits Corner Business Park and South 344th Street.
51. The rerouting of trips using this connection on 18th Avenue South would add 417 trips to the east leg of South 344th Street east of 16th Avenue South, and 128 trips between 16th Avenue South and SR 99 during the Sunday after service peak hour. Both of these intersections are currently unsignalized. The addition of these trips would create LOS failure and safety issues associated with unsignalized intersections operating over capacity. Staff has determined that these intersections would not operate safely if the project's trips impacted these intersections prior to the completion of the Transportation Improvement Plan (TIP) project scheduled for 2008 that would add left-turn lanes on South 344th Street and signalize both intersections. Therefore, the applicant will construct traffic signals at these intersections.

52. Staff analysis has determined that the project's trips meet warrants for left-turn lanes in the westbound direction at both the intersections of SR99 and 16th Avenue S and S 344th Street and 16th Avenue S. Eastbound left-turn lanes may also be needed to line up lanes across the intersections within allowable tapers, depending on the intersection geometrics; this will be determined through engineering plan review of these intersections. Although the EIS identifies impacts related to right-of-way acquisition in order to provide full-standard improvements, it is not necessary to provide full street improvements to mitigate the safety and LOS deficiencies at these intersections. The applicant will be required to develop a design that mitigates the safety and LOS impacts while minimizing right-of-way acquisition. The applicant will provide signalization and westbound left-turn lanes necessary to assure the safe operation of these intersections in the interim. Signal interconnect will also be provided between the two signalized intersections. The need for eastbound and westbound left-turn lanes will be determined during engineering plan review. The requirement for any of the left-turn lanes on South 344th Street may be waived by the Public Works Director if it is determined that to do so would require right-of-way acquisition.
53. The intersection of 16th Avenue South/Enchanted Parkway South (SR 161) at South 348th Street (SR 18) fails the adopted LOS standard during the school afternoon peak and the Sunday peak with or without the project. The project would add 150 trips during the school afternoon peak hour and 328 trips during the Sunday peak hour. The EIS identifies the construction of a second northbound right-turn lane as a mitigation measure that would correct the LOS deficiency during the school afternoon peak by improving the LOS from F to D, and reducing the LOS deficiency significantly during the Sunday peak hour by reducing the volume/capacity ratio from 1.24 to 1.04. This mitigation measure is in addition to the project in the adopted 2004-2009 TIP, which would add a third westbound left-turn lane and eastbound and westbound right-turn lanes. Based on the traffic analysis for the EIS, in order to function without being blocked by queues in the through lanes, the right-turn lanes would need to provide 550 feet of storage. Therefore, the applicant will pay \$350,000 to expand the scope of the City's existing project to add the construction of a second right-turn lane with 550 feet of storage.
54. WSDOT is proposing to construct a major revision to the I-5/SR 18 interchange, which would include access between SR 161 and I-5 to and from the north. This would provide an alternative route that would reduce traffic volumes through the intersection of SR 18 and SR 161. Therefore, it is unknown at this time what intersection configuration will be needed over the longer term at SR 18 and SR 161. Consequently, the addition of through lanes northbound that would be needed to meet the LOS standard in 2007 may not be needed after 2012.
55. The intersection at 20th Avenue South at the south central site access fails the adopted LOS standard during the Sunday after service peak as a result of the project. It is impacted by 1047 Sunday peak hour trips. The EIS addressed four options for addressing the LOS failure: provision of a two-way left-turn lane on 20th Avenue South, construction of a roundabout, signalization, and flagging the driveway during peak hours. Provision of a two-way left-turn lane is recommended to accommodate turning movement volumes, but does not fully mitigate the LOS deficiency. Left-turn volumes from 20th Avenue South into the driveways are high enough that the two-way left-turn lane would not be available for use as a refuge area for vehicles turning left from driveways onto 20th Avenue South. Flagger control during the project's peaks would safely manage traffic only when it is needed. CFC has proposed this option in the TMP. Given the low volumes of through traffic on 20th Avenue South during the project's peak hours of trip generation on Sundays, and the relative lack of impacts by the use of flagger control compared to the other alternatives, flagger control is the recommended mitigation for this location. The applicant will provide flagger control of this

driveway during Sunday peak hours, subject to conditions of the Right-of-Way Activity Permit to be issued by the Department of Public Works.

56. The EIS suggests as a mitigation measure to minimize the intrusion of project-generated traffic into residential neighborhoods to the north of the site an education program to influence route choices by notices, announcements, and new member orientation used to educate drivers. Pursuant to FWCP Policy TP5, the applicant will provide an ongoing education program to minimize traffic intrusion into adjacent residential neighborhoods.
57. The EIS discusses a broad range of traffic calming tools that might be used to discourage through traffic from using 20th Avenue South north of the site, and to maintain reasonable speeds for a residential neighborhood for those that do choose to use 20th Avenue South. Based on the analysis of the alternatives by staff, a through movement diverter is recommended and will be placed at the intersection of 20th Avenue South and South 336th Street, and is intended to prohibit through movements on 20th Avenue South across South 336th Street. All other movements at the intersection would be permitted. The design will accommodate transit turning movements and full access for emergency vehicles, making it possible that smaller vehicles could still drive around the diverter.
58. Despite the diverter, some project-generated traffic may still be expected to use 20th Avenue South to the north of the site. Therefore, there is still some need to discourage the use of 20th Avenue South through traffic calming north of the site, even with the through movement diverter. Traffic circles have been found by many agencies to significantly reduce intersection collisions and slightly reduce midblock vehicle speeds. In order to be effective at reducing speeds and encourage yielding behavior, deflection of the driver's path upon entry to the traffic circle is required. At a three-legged intersection such as at South 332nd Street, additional pavement widening may be required to provide for adequate deflection and provide positive guidance to the driver. In no case should additional right-of-way be required. Pursuant to FWCP Policy TP5, the applicant will place the through movement diverter at the intersection at South 336th Street, and yield-controlled traffic circles at South 330th Street and South 332nd Street to reduce intersection collisions and midblock vehicle speeds.
59. Neighborhood Traffic Meetings were held June 3, 2004 and June 25, 2004 with the residents on 18th Avenue South to determine the best solution for improving 18th Avenue South. Based on the discussions at the meetings, the residential segment of 18th Avenue South will be improved to a modified street section, consisting of 24 foot wide street with vertical curb and gutter, 5-foot sidewalks and 2 additional street lights mounted on existing power poles. Traffic calming elements will be installed, including two speed humps, 1 crosswalk, bulb outs at the intersection of 18th Avenue S and S 341st Street and 18th Avenue S and S 344th Street to narrow the throat width of 18th Avenue S to 20 feet, and street signage to address no through truck traffic, children playing, speed humps, crosswalk and speed limit will be installed.
60. The EIS discusses the potential advantage of extending the code-required frontage improvements on the south side of South 336th Street to provide pedestrian access to transit and the sidewalk network on SR 99. The intersection of SR 99 and South 336th Street is served by Metro Route 182 and Pierce Transit Routes 402 and 500. The City's project on SR 99 will provide transit amenities at the bus stops at this intersection. These improvements could be provided at little additional expense and would connect to one of the best-served transit corridors in the City. Therefore, pursuant to FWCP Policies TP62, TP65, and TP77, the applicant shall provide sidewalk on the south side of South 336th Street to be extended from the west property line of the site to SR 99.

61. The EIS discusses the provision of transit amenities such as shelters, benches, bus landing pads, etc. as a potential mitigation measure. The site is served by Pierce Transit Route 501 at a bus stop located on the south side of South 336th Street east of 20th Avenue South, and a bus stop located on the east side of 20th Avenue South north of South 336th Street. Sidewalks will be provided to the bus zone by code-required frontage improvements on South 336th Street. Pursuant to FWCP Policies TP62, TP65, and TP77, the applicant will provide a transit shelter (if requested by King County Metro or Pierce Transit), shelter footing, litter receptacle pad, bus landing pad, and bench, designed to King County Metro standards, located by City staff in consultation with King County Metro and Pierce Transit staff on the north side of South 336th Street east of 20th Avenue South, and on the east side of 20th Avenue South north of South 336th Street. In addition, the sidewalk will be extended on the east side of 20th Avenue South from the intersection of South 336th Street to this latter bus zone. This will help mitigate increased vehicle trips from the project.
62. The EIS addresses pro-rata share mitigation for impacts to capital projects listed on the City's TIP based on the specific project generated trips. The calculation of pro-rata contributions is described in the TIA Guidelines item VI.D. In general, the pro-rata contribution is the number of evening peak project-generated trips divided by the total evening peak hour traffic with the project multiplied by the estimated cost of the TIP project. Pursuant to FWCC Section 22-1475 and FWCP Policy TP62, the applicant shall either construct the impacted TIP projects or pay \$235,900 as a pro-rata mitigation payment for impacts to projects in the 2004-2009 TIP, as identified in the Agreement.
63. The project impacts a capital project in unincorporated King County at the intersection of South 320th Street and Military Road S. Therefore, the applicant will pay King County \$647 as a pro-rata share mitigation payment for impacts to the County project.
64. The development proposal includes signalization of the intersection of 20th Avenue South and South 336th Street. This intersection meets *Manual on Uniform Traffic Control Devices* (MUTCD) warrants for signalization under existing conditions; thus the proposal is consistent with FWCC Section 22-1476. The MUTCD also recommends that traffic signals within one-half mile of each other be able to be coordinated. This intersection is one-quarter mile east of the signalized intersection of SR 99 and South 336th Street. FWCP Map III-3 shows that these facilities were planned to have signal communications available between them. Pursuant to FWCP Policy TP39, the applicant will provide signal interconnect on South 336th Street between SR 99 and 20th Avenue South.
65. Based on the traffic analysis in the EIS, left-turn lanes on South 336th Street are warranted during all weekday peak hours analyzed eastbound, and during all peak hours analyzed westbound. In order to provide the left-turn lanes, the existing westbound shoulder could be restriped as a through lane. However, this would eliminate the safe walking route for school children to reach a school bus stop on 20th Avenue South from South Garden Court and Green Crest Villas condominiums. Therefore, the applicant will provide continuous sidewalk improvements on the north side of South 336th Street between South Garden Court and Green Crest Villas to provide a safe walking route to the bus stop.
66. The TIA guidelines adopt the use of an article, *Guidelines for Right-Turn Treatments at Signalized Intersections*, for determining the need for right-turn lanes at signalized intersections. Based on the traffic analysis in the EIS, right-turn lanes are warranted on all legs of the intersection of 20th Avenue South and South 336th Street. In conjunction with the through movement diverter, no through lanes on 20th Avenue South would be required. Thus, no additional widening would be

necessary on the south leg of the intersection. On the north leg of the intersection, the right-turn lane would have to have a vehicle storage length of 175 feet to function effectively. A right-turn lane on the west leg of the intersection would require additional right-of-way dedication from the project, and would have to provide 100 feet of storage to function effectively. Per WSDOT Design Manual Figure 910-14, right-turn lanes would also require 50-foot tapers. The applicant shall construct improvements to the intersection of 20th Avenue South at South 336th Street that provide signalization; signal interconnect on South 336th Street between SR 99 and 20th Avenue South; left-turn lanes on all legs of the intersection and an eastbound right turn lane with 100 feet of storage; a southbound right-turn lane that provides 175 feet of storage; the diverter island that would prohibit through movements on 20th Avenue South. These improvements mitigate the project impacts by providing adequate levels of service at the intersection, while discouraging project-generated traffic from impacting residential neighborhoods north of the site.

67. Based on the traffic analysis in the EIS, under the worst case queuing, the westbound left-turn lane at the intersection of SR 99 and South 336th Street would need a storage length of 450 feet. The existing storage available is 100 feet. The increase in storage length, combined with associated tapers per WSDOT Standard Plan H-3, would overlap the taper necessary to accommodate the left-turn lane at the site driveway onto South 336th Street. Therefore, pursuant to FWCC Section 22-1475, the applicant will provide a continuous left-turn lane between SR 99 and 20th Avenue South.
68. New traffic signals are proposed at the intersections of 20th Avenue South at South 336th Street, 16th Avenue South at South 344th Street, and SR 99 at South 344th Street. In addition, the project would significantly alter travel patterns before and after Sunday services. New signal coordination timing plans would need to be developed to accommodate safe and efficient travel in the project vicinity. Pursuant to FWCP Policy TP39, the applicant will develop timing plans for Sunday peak hours of the development at SR 99 at South 324th Street, SR 99 at South 330th Street, SR 99 at South 336th Street, 20th Avenue South at South 336th Street, 16th Avenue South at SR 99, 16th Avenue South at South 344th Street, and SR 161 at SR 18.
69. Transportation mitigation provided in the Development Agreement is consistent with goals and policies contained in the FWCP Transportation Chapter, including TP5, TP10, TP14, TP16, TP20, TP21, TP23, TP30, TP38, TP39, TP45, TP47, TP62, TP65, and TP77.
70. FWCC Section 22-1671 sets out factors to be considered for a development agreement. The City may consider, but is not limited to, the following factors when considering a development agreement: 1) compatibility with and impact on adjacent land uses and surrounding neighborhoods; 2) adequacy of and impact on community facilities including utilities, roads, public transportation, parks, recreation, and schools; 3) potential benefits of the proposal to the community; and 4) effect upon other aspects of the comprehensive plan.
71. Development of the site in accordance with all adopted City codes, policies, regulations, conditions of approval, and mitigation contained in the Development Agreement, will address project-related impacts and ensure compatibility with adjacent land uses and surrounding neighborhoods. Transportation impacts to surrounding neighborhoods will be addressed by code-required street frontage improvements and mitigation established in the development agreement, including additional street and sidewalk connections; a new street through the site; traffic calming measures such as traffic circles and island diverters; signalization; transit shelter improvements; signal timing plans; traffic management plan; and operational parameters governing use of the site. Conditions of the Hearing Examiner's Process IV decision will ensure that project-related impacts to on site wetlands, streams, and buffers are addressed. Mitigation in the Development Agreement pertaining

to clearing, grading, and landscaping, will further address construction and development-related impacts. The Director's Design Decision also ensures quality design standards and project aesthetics for compatibility with surrounding neighborhoods. Additionally, the use of the property as a church and school is more compatible with the surrounding neighborhoods than the types of uses allowed under BP zoning. Therefore, development of the site in accordance with all adopted City codes, policies, regulations, and conditions of approval, and mitigation contained in the Development Agreement is compatible with, and will not adversely impact, adjacent land uses and surrounding neighborhoods.

72. Development of the site in accordance with all City codes, policies, and regulations and conditions of approval and mitigation contained in the Development Agreement will ensure adequacy of, and address impacts to, community facilities including roads, public transportation, parks, recreation, and schools. Potential transportation-related impacts to adjacent street and the City transportation system were considered in the EIS. Mitigation for these impacts included in the Development Agreement, pursuant to City Code and the EIS, includes system improvements such as construction and dedication of 20th Avenue South through the site, connecting and improving 18th Avenue South, frontage improvements, signaling of intersections, and traffic calming measures and transit improvements. Driveway and street access to the site was reviewed and determined to be at the optimal location and configuration, subject to the City's adopted design standards and street plans. The recreational needs of the school and day care students will be met on site by the code-required outdoor play areas, and the play field. The minimum amount of outdoor play area included in the Development Agreement meets and exceeds the requirements of the City of Federal Way and the State Superintendent of Public Instruction. In addition, users of the site may utilize City parks in the area. Any such use is expected to be small. The proposed development contains a private school.
73. The proposed church and school are expected to generate employment opportunities and potential economic and social benefits. Based on information provided by CFC, it would employ 120 employees. CFC hosts several major conferences each year, including the Vision Conference attracting 2,500 – 3,000 visitors each March, and a women's conference attracting approximately 2,000 visitors each November. CFC also participates in foreign exchange programs and estimates approximately fifteen to twenty percent of its students are from foreign countries. Employees, members of the congregation, and others who come for services, meetings, and school, may also patronize local merchants and service providers such as retail, restaurants, hotels, and entertainment. Therefore, more economic benefit would be anticipated than is currently generated by the existing vacant site. Additionally, CFC proposes several commercial activities on the site, including latte stands and bookstores, which are expected to generate revenue. As proposed and as required, the project will construct needed right-of-way improvements on and off site, including a new fully-improved City street through the site; street frontage improvements including curbs, gutter, sidewalk, street trees, street lights, and a bike lane; and other street improvements identified in the Development Agreement. Such improvements will promote safe and effective vehicle and pedestrian circulation on the site and in the immediate vicinity. In addition, the project will convert a large, vacant site that has historically been unused to a development that meets all City code requirements for landscaping, lighting, pedestrian amenities, site surveillance, and architectural design principles. CFC will provide educational opportunities through a school and college. It will provide recreation fields and a venue for special events within the City. Conditions contained in the Development Agreement will ensure mitigation of adverse impacts to on-site environmentally sensitive areas resulting from the development. Also, religious organizations typically operate or participate in various local social service-related programs such as food and clothing banks, Youth programs, and counseling, from which the community may benefit. Therefore, development of the site in accordance with all City codes, policies, regulations, and conditions of approval and

mitigation contained in the Development Agreement will provide potential benefits to the community.

74. Development of the site in accordance with all City codes, policies, and regulations and conditions of approval and mitigation contained in the Development Agreement will have no negative impact upon any other aspects of the comprehensive plan. The vision of the FWCP is to provide a supply of land for such uses as services, employment, parks, open space, and housing to meet future demand. If developed as proposed, the Project will provide land for services, employment, and recreational areas. The BP zone is that zone intended for industrial uses including manufacturing and warehousing. The July 2000 Market Analysis concluded that there would be a low demand for BP-zoned land. Therefore, the reduction in BP zoned land, resulting from changing the designation of this site from Business Park to Multiple Family will not affect the vision of the comprehensive plan.
75. FWCC Sections 22-529 (incorporating 22-448(c) by reference) and 22-530 set forth the factors that may be considered for a site-specific comprehensive plan amendment and associated rezone, and the criteria for such amendments. The City may consider, but is not limited to, the following factors when considering a proposed amendment to the comprehensive plan: the effect upon the physical environment; the effect on open space, streams, and lakes; the compatibility with and impact on adjacent land uses and surrounding neighborhoods; the adequacy of and impact on community facilities including utilities, roads, public transportation, parks, recreation, and schools; the benefit to the neighborhood, City, and region; the quantity and location of land planned for the proposed land use type and density and the demand for such land; the current and projected population density in the area; and the effect upon other aspects of the comprehensive plan. In order to encourage efficient and desired development and redevelopment of existing land designated and zoned for various types of commercial uses, when considering proposals for comprehensive plan amendments and rezones from one commercial designation to another, the City will consider development trends in commercially zones areas, market demand for various types of commercial land, and amount of vacant commercial land. For site-specific comprehensive plan amendments, the provisions of FWCC Section 22-488(c) shall also apply.
76. FWCC Section 22-488 established the following rezone criteria that must be considered. The proposed rezone is in the best interest of the residents of the City; and the proposed rezone is appropriate because either: 1) conditions in the immediate vicinity of the subject property have so significantly changed since the property was given its present zoning and that, under those changed conditions, a rezone is within the public interest; or 2) the rezone will correct a zone classification or zone boundary that was inappropriate when established; it is consistent with the comprehensive plan; it is consistent with all applicable provisions of the chapter, including those adopted by reference from the comprehensive plan; and it is consistent with the public health, safety, and welfare; and the proposed project complies with this chapter in all respects; and the site plan of the proposed project is designed to minimize all adverse impacts on the developed properties in the immediate vicinity of the subject property; and the site plan is designed to minimize impacts upon the public services and utilities; and the rezone has merit and value for the community as a whole.
77. The requested comprehensive plan amendment and rezone, from BP to RM 3600, would not in itself affect the physical environment if approved. It would result in changes to the comprehensive plan map and zoning map. Pursuant to the proposed Development Agreement, development of the site would be limited to two buildings with associated parking and recreational and athletic fields. One building would consist of a church sanctuary, school auditorium, and approved accessory uses, and the other building would be used as a private school. An evaluation of potential impacts to the

physical environment as a result of the development of the site as proposed was conducted in an EIS. If the property is developed in accordance with all applicable adopted City codes, policies, regulations, and mitigation contained in the proposed Development Agreement, impacts to the physical environment will be mitigated.

78. The site contains environmentally sensitive areas, as studied in the EIS, including regulated wetlands and streams and their buffers. The Hearing Examiner has approved certain intrusions into these areas, subject to City Council decisions on the comprehensive plan amendment, rezone, development agreement and development plan, in order to construct the project as proposed. Activities approved by the Examiner include filling a Category III wetland and its buffer, and related mitigation including a created wetland and additional buffer area in and adjacent to a Category II wetland on the site. Additional intrusions into wetland and stream buffer were approved in order to accommodate an access road and construct required right-of-way and related improvements including pavement widening, retaining walls, and extending storm pipes and stream culverts. Construction of the site in accordance with all conditions of the Hearing Examiner's decision will result in no net loss of wetlands and wetland buffers and stream buffers. In addition, pursuant to the Hearing Examiner's conditions of approval, all on site wetlands, streams, and their required buffers will be set aside and recorded as Native Growth Protection Easements or Tracts and permanently protected from any future land modifications or intrusions. In addition, the Development Agreement establishes mitigation pertaining to surface water drainage detention and water quality treatment that meets and exceeds code requirements. No lakes are present on the site. If the property is developed in accordance with all applicable adopted City codes, policies, regulations, and mitigation contained in the Hearing Examiner Decision and proposed Development Agreement, impacts on open space, streams and lakes will be mitigated.
79. The request for a change in comprehensive plan designation and zoning from BP to RM 3600 zoning (one unit per 3,600 square feet) is accompanied by a proposed Concomitant Agreement and Development Agreement, which contains a variety of mitigation measures related to site use and operation, transportation, parking, landscaping, and surface water drainage, designed to ensure compatibility with adjacent land uses and surrounding neighborhoods. In addition, rezoning the site from industrial to multifamily with a church and school development would be more compatible with residentially-zoned properties in the area than uses that may develop under the current industrial zoning, such as a warehousing facility with associated truck traffic. If the property is developed in accordance with all applicable adopted City codes, policies, regulations, and mitigation contained in the proposed Development Agreement, the development will be compatible with adjacent land uses and surrounding neighborhoods, and impacts on adjacent land uses and surrounding neighborhoods will be mitigated.
80. Development of the site as proposed, in accordance with all applicable codes, policies, regulations, conditions of approval, and mitigation measures contained in the Development Agreement, will ensure the adequacy of, and mitigate impacts on, roads, public transportation, parks, recreation, and schools.
81. The July 2000 Market Analysis concluded that there would be only an 11 to 13 percent demand for BP-zoned land in the 2000 to 2020 period. Therefore, it is possible that this land would not develop for BP uses in the near future. Conversion of the vacant site from vacant property, which is unlikely to develop in the near future, to a developed site as proposed, in accordance with all applicable codes, policies, regulations, conditions of approval, and mitigation measures contained in the Development Agreement, will be a benefit to the neighborhood, City, and region.

82. Due to the size of its existing congregation, school, and accessory uses such as administrative offices, Dominion College, day care, and future projections for growth, the CFC would like to locate on an approximate 50-acre parcel. Based on a survey of the King County Assessor's records conducted by City staff, there are only two vacant parcels in the City that are 25 acres or more in size. One of these is the parcel under discussion and the other one is the subject of Kits Corner request, located south of South 336th Street and west of Pacific Highway. The July 2000 Market Analysis concluded that there would be only an 11 to 13 percent demand for BP-zoned land in the 2000 to 2020 period. Therefore, it is possible that this land would not develop for BP uses in the near future and a comprehensive plan change and rezone to multiple family zoning and development of the site as proposed, in accordance with all applicable codes, policies, regulations, conditions of approval, and mitigation measures contained in the Development Agreement, will provide the quantity and location of land necessary for the proposed land use, density, and demand for such use.
83. If this site were developed today as warehousing under the existing BP zoning, it would generate approximately 268 employees. Based on information provided by the CFC, if the request for a multiple family designation was granted, and the facility was constructed as proposed, it would employ 120 employees. If the comprehensive plan and rezone is approved pursuant to the proposed Concomitant Agreement and Development Agreement, the use of the site is limited to the proposed church and school and permitted accessory uses, and it will not generate housing units. Rezoning of this site to allow development as a church and school will not impact the City's ability to meet required housing targets mandated under the Growth Management Act (GMA). Therefore, the proposal will not impact current and projected population density in the area.
84. There will not be any adverse impacts upon any other aspect of the comprehensive plan as a result of the proposed change from industrial zoning to multifamily zoning, pursuant to an approved Concomitant Agreement and Development Agreement. The vision of the comprehensive plan is to provide a supply of land for such uses as services, employment, parking, open space, and housing, to meet future demand. The BP zone is that zone intended for industrial uses, including manufacturing and warehousing. One of the reasons that the July 2000 Market Analysis was prepared was to determine whether the City has a 20-year supply of adequately zoned land to meet future demand. The Market Analysis concluded that there would be a low (11-13 percent) demand for BP-zoned land within the 20-year horizon. Therefore, changing the designation of this site from BP to multiple family will not affect the vision of the comprehensive plan of providing an adequate supply of land to meet future demand.
85. As described Findings 77 through 84 above, the requested comprehensive plan amendment and rezone as mitigated does not adversely impact the physical or natural environment; surrounding properties; the adequacy of community facilities; population; or the comprehensive plan; including the supply of and demand for BP-zoned property in the City. Therefore, the rezone is in the best interests of the residents of the City.
86. The City of Federal Way incorporated in February 1990. At that time, the parcels proposed for development by CFC had a mix of multi-family zoning on the west and light manufacturing zoning on the east. Upon incorporation, the City of Federal Way zoned the parcels Manufacturing Park (MP). This was changed to Business Park (BP) in 1995. Properties to the north across South 336th Street have developed as multi-family in recent years. However, very little BP zoned land has developed in this area. Additionally, the July 2000 Market Study found that there would be only an 11 to 13 percent demand for BP-zoned land in the 2000 to 2020 period. As a result, rezoning this property is appropriate and in the public interest, to allow its development rather than remaining

vacant, while at the same time maintaining an adequate supply of industrial zoned property to meet the anticipated demand.

87. The criterion that the rezone will correct a zone classification or zone boundary that was inappropriate when established is not applicable.
88. The requested rezone from BP to RM-3600 does not conflict with the vision of the comprehensive plan to accommodate industrial uses, such as warehousing and manufacturing, in BP zones located on both sides of SR-99 in the vicinity south of South 336th Street, with other BP nodes located around South 272nd Street and South 348th Street. As noted in Finding 84 above, the requested comprehensive plan change and rezone will not decrease the City's supply of BP-zoned property commensurate with the anticipated demand. Rezoning and development of the site pursuant to all applicable adopted City codes, policies, regulations, conditions of approval, and mitigation contained in the proposed Development Agreement, will ensure consistency with the comprehensive plan.
89. If the request is granted, use and development of the site must comply with all applicable provisions of this "chapter" (FWCC) and all applicable adopted regulations; Process IV conditions of approval; mitigation; and the FWCP. Furthermore, a comprehensive plan amendment from BP to multiple family and associated rezone is required for the property to be developed as a church and school. Therefore, the requested rezone, if approved and developed pursuant to all applicable adopted City codes, policies, regulations, conditions of approval, and mitigation contained in the proposed Development Agreement, will be consistent with the comprehensive plan and the "chapter".
90. The requested comprehensive plan amendment and rezone has been analyzed and determined to be consistent with the FWCC and adopted regulations; and the FWCP, and is therefore consistent with the public health, safety, and welfare.
91. Based on Findings 86 through 90, the criteria in FWCC Section 22-488(c)(1)a-e) are met.
92. The proposed development has been reviewed pursuant to all applicable provisions of this chapter (FWCC), and as proposed and as conditioned, it complies with this chapter in all respects.
93. The use of a Concomitant Agreement and Development Agreement enables the City to limit the use of the site to a church, school, and approved accessory uses. As described in Findings 77 through 84, the Development Agreement has been crafted to minimize adverse impacts on the developed properties in the immediate vicinity. Examples include, but are not limited to, requiring a larger buffer along South 336th Street, limiting the enrollment of the school and Dominion College, and restricting the scheduling of activities, such as requiring school classes to be completed by 3:30 p.m. and not scheduling special events that add trips during peak hours of other uses. The site plan of the proposed project is designed to minimize all adverse impacts on the developed properties in the immediate vicinity of the subject property.
94. All public services and utilities are available and adequate to serve the proposed development. Lakehaven Utility District has provided Certificates of Water and Sewer Availability for the site, and will provide these services pursuant to developer extension agreements between the applicant and District. Fire and emergency medical services will be provided by the Federal Way Fire Department. A City-operated regional storm drainage detention pond located in the northwest portion of the site has been determined to have sufficient capacity to accommodate surface water

drainage from the westerly sub-basin of the proposed development. The applicant will provide storm drainage detention facilities for the easterly sub-basin on the site in accordance with the FWCC and Development Agreement. Surface water drainage mitigation contained in the Development Agreement provides a higher standard of water quality treatment for both the East and West Sub-basins on the site, and a higher standard of detention on the East Sub-basin, than would otherwise be required by code. The site plan is designed to minimize impacts upon public services and utilities.

95. Rezoning of this site from BP to multiple family has merit and value for the community as a whole because it will allow development of a site that has not yet been developed and may not develop under the current zoning based on the City's Market Analysis, it supports Growth Management Act goals and policies for urban development, and for the reasons stated in Finding 73.
96. The proposed comprehensive plan amendment has been analyzed and determined to be consistent with the FWCC and FWCP, and therefore bears a substantial relationship to public health, safety, or welfare.
97. The requested comprehensive plan amendment, rezone, and development of the site as a church and school pursuant to the proposed Development Agreement, is expected to generate some benefits to the community, including employment opportunities, development of a previously undeveloped site, potential economic benefit to local shopping areas, restaurants, and hotels; and provision of social services such as food and clothing banks, and youth programs, and counseling programs, as discussed in Finding 73. Therefore, the proposed amendment is in the best interest of the residents of the City.
98. RCW Chapter 36.70A, the *Growth Management Act*, requires the City of Federal Way to adopt and implement a comprehensive plan and to amend it in a timely manner, but no more than once a year, except under certain circumstances. The City is responding to this mandate by updating the comprehensive plan. FWCP Page IV-7 (Economic Development), recognizes that there has been no substantive BP development since the City's incorporation, which suggests the influence of market forces outside of the City limits, where cheaper land and established industrial parks act as a draw for prospective park development. Therefore, the change in comprehensive plan designation and zoning of this site from BP to multiple family will not reduce the supply of BP-zoned property below what is necessary, and will enable development consistent with the economic development vision in the plan. The proposal is consistent with FWCP Economic Development Policies EDP11, EDP22, and EDP23, related to bringing in new jobs to the community, developing cultural and recreational opportunities, and encouraging the development of new multi-purpose facilities in order to increase the number of visitors to Federal Way and resultant visitor spending. The proposed amendment is, therefore, consistent with the requirements of RCW 36.70A and with the portion of the City's adopted plan not affected by the amendment.
99. As addressed in the staff report, the proposed comprehensive plan amendment and rezone have been reviewed and determined to be consistent with all applicable decisional criteria contained in the FWCC, and with the applicable goals and policies contained in the FWCP.
100. As addressed in the staff report, the Development Agreement and Development Plan have been reviewed and determined to be consistent with all applicable decisional criteria contained in the FWCC, and with the applicable goals and policies contained in the FWCP.

K:\CFC\Documents\Findings – Exhibit D to Adoption Ordinance

9.2.4 School Hours. School classes shall be completed no later than 3:30 p.m. daily.

9.2.5 Holiday Services/Special Events. Holiday services and special events shall be scheduled consistent with the approved Traffic Management Plan (TMP) required by 9.4.12 and consistent with 9.1.4.4.

9.3 Construction Mitigation.

9.3.1 Erosion Sediment Control. CFC shall designate and provide an onsite Erosion Sediment Control (ESC) Supervisor approved by the Director of Public Works, who possesses a Construction Site Erosion and Sediment Control Certification by the Washington State Department of Transportation (WSDOT). This ESC Supervisor shall be available for the duration of the project. The qualifications and responsibilities of the ESC Supervisor are outlined in the 1998 King County Surface Water Design Manual (KCSWDM) and City of Federal Way Addendum. The Director of Public Works may further limit clearing and grading activities on the site based on recommendations from the ESC Supervisor and requirements of the KCSWDM.

9.3.2 Stormwater Pollution Prevention Plan. A construction Stormwater Pollution Prevention Plan (SWPPP) shall be provided by CFC and reviewed and approved by the Director of Public Works prior to issuance of any construction permits or authorizations. Construction phasing shall be included in this plan. CFC has proposed several BMP's which shall be captured in the SWPP plan including, but not limited to, confining refueling and equipment maintenance to a hard-surface staging area with spill containment features and a spill clean-up kit, and pipe slope drains used to convey storm water over steep slopes.

9.3.3 Clearing and Grading. Clearing and grading shall be allowed only pursuant to a phased construction plan approved by the Director of Public Works. Clearing and grading shall occur only between May 1 and September 30 unless otherwise approved by the Director of Public Works.

9.4 Traffic Mitigation. CFC shall perform, as part of Project construction and prior to issuance of certificate of occupancy unless otherwise noted, the following traffic mitigation as required and approved by the Director of Public Works.

9.4.1 CFC shall reconstruct 18th Avenue South from the existing berm to S 344th Street to a Type R street/modified street section, consisting of 40-24 foot wide street with vertical curbs, and gutters, 4-foot planter strips with street trees, 65-foot sidewalks, and two additional street lights mounted on existing power poles, and traffic-calming elements, in a 60-foot right-of-way, consistent with the attached Exhibit G-1. Traffic calming elements shall be installed, including 2 speed humps, 1 crosswalk, bulb outs at the intersection of 18th Avenue South and S 341st Street and 18th Avenue South and S 344th Street to narrow the throat width of 18th Avenue South to 20 feet, and street signage shall be installed to address no through truck traffic, children playing, speed humps, crosswalk and speed limit.

9.4.2 CFC shall improve S 344th Street from 16th Avenue S to 18th Avenue S consistent with the attached Exhibit G-2. Construction shall consist of Type R Street. The north

become frustrated and learn to use alternate routes. The EIS analysis assumed that most of these trips would leave the site to the north onto S 336th Street, and most would head west on S 336th Street to SR 99 and turn left to 16th Avenue S or continue straight on SR 99. Although no capacity improvements appear warranted as a result of this assignment, staff has significant concerns about the safety of the 16th Avenue S / S 341st Place intersection under this scenario. It has been the City's experience that unsignalized intersections operating near capacity have a higher than average collision rate. This is due primarily to increased driver frustration, leading to drivers choosing gaps in opposing traffic that are inadequate to complete the maneuver safely. Therefore, this alternative is not recommended.

47. The roundabout alternative would provide adequate levels of service. In order to accommodate planned traffic volumes, it would have a 3-lane roundabout with an inscribed diameter of 200 feet. As SR 99 is a state highway, any intersection modifications would have to be approved by WSDOT. To date, WSDOT has not approved any three-lane roundabouts on the state highway system, and its historical reluctance to approve 2-lane roundabouts casts doubt as to whether this would be a viable alternative at this time. In addition, a roundabout would need right-of-way on both sides of SR 99, impacting developed properties on the east side of SR 99. Therefore, this alternative is not recommended.
48. Providing a connection between South 341st Place and South 344th Street reroutes traffic around the intersection of 16th Avenue South and South 341st Place, and takes advantage of a project planned by the City to construct traffic signals on South 344th Street at 16th Avenue South and at SR 99.
49. Potential locations to provide this connection between South 341st Place and South 344th Street are 21st Avenue South and 18th Avenue South. Due to the presence of wetlands, three different alignments for 21st Avenue South were considered in the EIS. An alignment along the existing right-of-way would impact wetlands and result in two stream crossings; an alignment to the east would cross the wetland at its narrowest width, but would still impact wetlands and result in two stream crossings; and an alignment to the west would avoid impacting the stream and wetlands, but would require right-of-way acquisition from the truck parking lot.
50. Eighteenth Avenue South has continuous right-of-way, but is not a through street due to an existing temporary berm. Eighteenth Avenue South provides a preferred alternative to 21st Avenue South due to the wetlands in the vicinity of the proposed 21st Avenue South alignments and the transitional nature of the residential neighborhood on 18th Avenue South. ~~Pursuant to the FWCC, the applicant will construct 18th Avenue South as a Type R street between the southern extent of the street improvements in Kits Corner Business Park and South 344th Street.~~ Pursuant to FWCC Section 22-1477, the required right-of-way width may be modified by the Director of Public Works to avoid right-of-way acquisition and lessen the impact to the neighborhood, and utility undergrounding will not be required. Therefore, the applicant will construct 18th Avenue South as a modified street section between the southern extent of the street improvements in Kits Corner Business Park and South 344th Street.
51. The rerouting of trips using this connection on 18th Avenue South would add 417 trips to the east leg of South 344th Street east of 16th Avenue South, and 128 trips between 16th Avenue South and SR 99 during the Sunday after service peak hour. Both of these intersections are currently unsignalized. The addition of these trips would create LOS failure and safety issues associated with unsignalized intersections operating over capacity. Staff has determined that these intersections would not operate safely if the project's trips impacted these intersections prior to the completion of the Transportation Improvement Plan (TIP) project scheduled for 2008 that would add left-turn

lack of impacts by the use of flagger control compared to the other alternatives, flagger control is the recommended mitigation for this location. The applicant will provide flagger control of this driveway during Sunday peak hours, subject to conditions of the Right-of-Way Activity Permit to be issued by the Department of Public Works.

56. The EIS suggests as a mitigation measure to minimize the intrusion of project-generated traffic into residential neighborhoods to the north of the site an education program to influence route choices by notices, announcements, and new member orientation used to educate drivers. Pursuant to FWCP Policy TP5, the applicant will provide an ongoing education program to minimize traffic intrusion into adjacent residential neighborhoods.
57. The EIS discusses a broad range of traffic calming tools that might be used to discourage through traffic from using 20th Avenue South north of the site, and to maintain reasonable speeds for a residential neighborhood for those that do choose to use 20th Avenue South. Based on the analysis of the alternatives by staff, a through movement diverter is recommended and will be placed at the intersection of 20th Avenue South and South 336th Street, and is intended to prohibit through movements on 20th Avenue South across South 336th Street. All other movements at the intersection would be permitted. The design will accommodate transit turning movements and full access for emergency vehicles, making it possible that smaller vehicles could still drive around the diverter.
58. Despite the diverter, some project-generated traffic may still be expected to use 20th Avenue South to the north of the site. Therefore, there is still some need to discourage the use of 20th Avenue South through traffic calming north of the site, even with the through movement diverter. Traffic circles have been found by many agencies to significantly reduce intersection collisions and slightly reduce midblock vehicle speeds. In order to be effective at reducing speeds and encourage yielding behavior, deflection of the driver's path upon entry to the traffic circle is required. At a three-legged intersection such as at South 332nd Street, additional pavement widening may be required to provide for adequate deflection and provide positive guidance to the driver. In no case should additional right-of-way be required. Pursuant to FWCP Policy TP5, the applicant will place the through movement diverter at the intersection at South 336th Street, and yield-controlled traffic circles at South 330th Street and South 332nd Street to reduce intersection collisions and midblock vehicle speeds.
59. Neighborhood Traffic Meetings were held June 3, 2004 and June 25, 2004 with the residents on 18th Avenue South to determine the best solution for improving 18th Avenue South. Based on the discussions at the meetings, tThe residential segment of 18th Avenue South will be improved to a Type Rmodified street section, consisting of 24 foot wide street with vertical curb and gutter, 5-foot sidewalks and 2 additional street lights mounted on existing power poles. Traffic calming elements will be installed, including two speed humps, 1 crosswalk, bulb outs at the intersection of 18th Avenue S and S 341st Street and 18th Avenue S and S 344th Street to narrow the throat width of 18th Avenue S to 20 feet, and street signage to address no through truck traffic, children playing, speed humps, crosswalk and speed limit will be installed. The applicant has proposed that the existing bulb in the right of way where the existing cul de sac bulb is located be used as a location for a median island to create a chicane effect, and staff proposes that curb returns on 18th Avenue South be bulbed out into the intersections at South 341st Place and South 344th Street to reduce the potential for trucks to use 18th Avenue South through the residential neighborhood. Staff also recommends signage be placed to prohibit trucks on 18th Avenue South between South 341st Place and South 344th Street and two speed humps be installed. A Neighborhood Traffic Meeting was held June 3, 2004, and Staff will work with the residents on 18th Avenue South to determine the best solution for improving 18th Avenue South.

| Christian Faith Center (Communication ID 473746) | | |
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| Comment ID | Comment Text | Response |
| 1 | CFC would prefer not to be any alternative for the OMF South Project. Any comments below are for the sole purpose of informing Sound Transit of the consequences and impacts to CFC from the two alternatives noted above and are not an express or implied consent to any selection of CFC as the preferred site for the OMF South Project. | Sound Transit appreciates the ongoing communication and coordination that has occurred with Christian Faith Center staff during project development. After considering the Draft EIS and the comments received, the South 336th Street Alternative was identified by the Sound Transit Board as the Preferred Alternative in December 2021 (Motion M2021-81). The Midway Landfill and South 344th Street alternatives continue to be evaluated in the Final EIS. The Board will select the project to be built following publication of the Final EIS. |
| 2 | <p>The DEIS has not adequately understood and analyzed the CFC Campus, which has led to a flawed analysis of, in particular, the South 344th Street Alternative. More on this comment follows below.</p> <p>Ever since CFC's Campus has been identified as a potential site for the OMF South Project, CFC has essentially been "stuck" in place and time. CFC has halted the planning and implementation of additional projects. CFC cannot grow and expand its ministry. This is true for both the South 336th Street Alternative and the South 344th Street Alternative.</p> <p>CFC's selection as a site for the South OMF facility has created uncertainty and anxiety for tis members. Is their spiritual "home" going to be taken from them? Where will they go?</p> | <p>Sound Transit recognizes the difficulties that a project of this size and potential impact present for a religious center. Subsequent to the 2021 Draft EIS, FTA approved and the Sound Transit Board authorized (resolution number R2023-26) a hardship acquisition of the four parcels associated with the Christian Faith Center.</p> <p>The purpose of this type of acquisition is to alleviate a particular hardship to the owner when the property owner can document on the basis of health, safety, or financial reasons that remaining in the property poses an undue hardship compared to others. Hardship and protective acquisitions do not limit the evaluation of alternatives required under the NEPA process. No development on the parcels would occur until after FTA issues a ROD and if the Sound Transit Board selects to build the Preferred or South 344th Street alternatives.</p> <p>The hardship acquisition would allow Christian Faith Center to begin early coordination on potential future sites. Sound Transit's relocation staff are working closely with Christian Faith Center staff to inventory needs and provide relocation assistance so that the church and school receive the moving and reestablishment entitlements available. Sound Transit could also help with site selection and would continue to provide relocation advisory services.</p> |
| 3 | If the South 336th Street Alternative becomes the final site, then CFC will be forced to lose its Campus as a whole under eminent domain or the treat of eminent domain and find a new campus location and start a new multi-year development process anew. This is no easy task. | Section 3.3, Acquisitions, Displacements, and Relocations, of the 2023 Draft EIS and this Final EIS includes a summary of Sound Transit's Acquisition and Relocation Policy. |

| Christian Faith Center (Communication ID 473746) | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 4 | <p>If the South 344th Street Alternative becomes the final site, CFC's situation becomes even worse. The DEIS simply and incorrectly assumes that the current site could be severed or bifurcated and somehow CFC could continue to operation on the remainder parcel.</p> <p>Because the Campus Approval is an integrated plan for the entire CFC Property, taking a significant portion for the South 344th Street Alternative disrupts the entire plan and creates a situation where CFC would be in violation of its approvals. Again, by way of example only and not to be exhaustive, taking the eastern portion of the CFC Campus for the South 344th Street Alternative Project means:</p> <ul style="list-style-type: none"> The remainder parcel no longer has a required storm water facility for its surface water management. CFC's required access points no longer exist, because the DEIS assumes, incorrectly, that CFC uses only one access point. It is required to have multiple. CFC's required recreational areas disappear. | <p>Sound Transit acknowledges the challenges that would be faced by the Christian Faith Center if the South 344th Street Alternative is selected by the Sound Transit Board as the project to be built. If the South 344th Street Alternative were selected, Sound Transit would evaluate the site characteristics and Christian Faith Center's approval requirements as part of final design and appraisal process. Since identifying the South 336th Street Alternative as the Preferred Alternative, Sound Transit has moved forward with a hardship acquisition of the four parcels associated with the Christian Faith Center.</p> |
| 5 | <p>Beyond, the physical, land use, and environmental impacts are fiscal impacts. CFC has long term financing for its current Campus. Taking a significant portion of the property would impair the lender's collateral. Its loan would be called. With the remainder of the property now a non-conforming and non-compliant property, no lender would extend credit. The City of Federal Way could commence code enforcement action requiring CFC to come into compliance with storm water, access, and recreational facilities requirements, which CFC could not meet.</p> | <p>Please see the response to the previous comment (Comment ID 4).</p> |
| 6 | <p>CFC respectfully requests that Sound Transit carefully review the 107 page Campus Approval document to refine its analysis of impacts associated with the South 344th Street Alternative.</p> | <p>Sound Transit has reviewed and considered the requirements of the agreement between the Christian Faith Center and the city of Federal Way listed in the Concomitant Agreement and Development Agreement (July 10, 2004).</p> |

EQUIPPING THE NEXT GENERATION

33645 20TH AVE S. FEDERAL WAY, WA 98003

253.943.2500 MAIN OFFICE

PACIFICCHRISTIANACADEMY.COM



April 15, 2021

Dear Sound Transit Board:

We recognize that the Sound Transit Board is engaged in an important analysis of sites for a new maintenance facility. Pacific Christian Academy has been a tenant of Christian Faith church for the last 12 years as a separate entity, but prior to 2009 the school was part of the ministry for 23 years. We would like to express our hope that, when final decisions are made, there will be a home for the students who see PCA as their second family. We desire to keep the vision alive not only for our current students, but all the alumni, students, and families who have invested in the school over the last 35 years.


Pacific Christian Academy has been a contributing member of the Seattle/Federal Way community for decades. In that time, the school has demonstrated excellence in preparing young men and women to take their place as productive, contributing members of society. Strong moral values are the hallmark of a Pacific Christian education. Our value for service is lived out as our students volunteer at several critical organizations in our area. We believe we are a good community partner; our students enjoy volunteering in various outreach programs such as helping the elderly, cleaning parks, helping provide food for the hungry, serving in food banks, and partnering with other organizations who are making a positive change in the community.

The Federal Way Mirror noted, after looking at the EIS report, "Being the largest EE-12 Christian school in the Federal Way area, Pacific Christian has a very diverse K-12 student population." Our school provides an education to a widely diverse student population, thus serving the demographics of the families in Federal Way.

We understand the need for a maintenance facility for Sound Transit. We also believe there must be a place for PCA to continue its mission of equipping students to be socially relevant leaders. Time has been invested in looking for a new facility, should Christian Faith be the chosen site. That search has not produced an available site that would allow us to provide an educational experience equivalent to what our students are currently receiving. Our hope and request is that in 2023, Sound Transit will assist Pacific Christian Academy in finding a new home, should the Christian Faith site be chosen. Indeed, we are grateful for the willingness of Sound Transit staff to meet on more than one occasion with our Board of Trustees to discuss progress on the project. We feel confident that Sound Transit understands our desire to remain a viable educational option for the families of Federal Way.

Thank you for your time, effort, and your concern for Pacific Christian Academy. We look forward to hearing from you in the near future.

Sincerely,



Debbie Schindler
Head of School

Affiliations



THE WASHINGTON STATE
BOARD OF EDUCATION

| Pacific Christian Academy (Communication ID 473613) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | The Federal Way Mirror noted, after looking at the EIS report, "Being the largest EE-12 Christian school in the Federal Way area, Pacific Christian has a very diverse K-12 student population." Our school provides an education to a widely diverse student population, thus serving the demographics of the families in Federal Way. | Sound Transit acknowledges the diversity of Pacific Christian Academy's student body. Further discussion of the demographics of the population in Federal Way are discussed in Section 3.6, Environmental Justice, Social Resources, Community Facilities, and Neighborhoods, and Appendix E, Environmental Justice Assessment, in the 2023 Draft EIS and this Final EIS. |
| 2 | We understand the need for a maintenance facility for Sound Transit. We also believe there must be a place for PCA to continue its mission of equipping students to be socially relevant leaders. Time has been invested in looking for a new facility, should Christian Faith be the chosen site. That search has not produced an available site that would allow us to provide an educational experience equivalent to what our students are currently receiving. Our hope and request is that in 2023, Sound Transit will assist Pacific Christian Academy in finding a new home, should the Christian Faith site be chosen. Indeed, we are grateful for the willingness of Sound Transit staff to meet on more than one occasion with our Board of Trustees to discuss progress on the project. We feel confident that Sound Transit understands our desire to remain a viable educational option for the families of Federal Way. | Sound Transit is committed to providing relocation assistance to displaced uses as required by Sound Transit policies and the Uniform Relocation Act. This is described in Section 3.3, Acquisitions, Displacements, and Relocations in the 2023 Draft EIS and this Final EIS. |

April , 2021

902 South 10th Street
Tacoma, WA 98405

p: 253 272 2206
f: 253 272 6439

Sound Transit Board
401 South Jackson Street
Seattle, WA 98104

**RE: Comments on the Draft Environmental Impact
Statement for the OMF South Facility**

Dear Board Members:

THE SOUTH 344TH STREET ALTERNATIVE WOULD IMPACT THE MOST SOCIAL RESOURCES AND WOULD HAVE THE GREATEST NUMBER OF BUSINESS AND RESIDENTIAL DISPLACEMENTS AS COMPARED WITH THE OTHER BUILD ALTERNATIVES.

(Section 3.6.2.2, page 3.6-9 of the Draft Environmental Impact Statement) (DEIS)

Nowhere in the Executive Summary does the above conclusion appear. Yet it is totally accurate as shown in a comparison of the 344th Street site with either the Midway Land Fill Alternative or the South 336th Street Alternative for the following reasons:

- A. Table 3.5-5 of the DEIS shows a total of 26 businesses affected at the 336th Street site as compared with 60 businesses at the 344th site. The 336th site will displace three businesses while the 344th Street site will displace 15. Estimated employee displacements are 94 for 336th and 248 for 344th.
- B. Table 3.5-6 DEIS shows the total taxable value of properties that must be acquired at 336th equals 50.8 million, while the taxable value of properties that must be acquired at 344th is almost twice as much at 99.5 million. 336th requires acquisition of 36 parcels and 344th requires acquisition of 64 parcels. Furthermore, said Table does not reflect that the 25 acre, Christian Faith Center, located on the 336th site, is not on the tax roles.
- C. Section 3.4.3.2 DEIS shows that the OMF facility at the 336th site would convert 25 acres of public institution property not currently on the tax roles and 27 acres of vacant land. Therefore, 52 of the 97 acres proposed for acquisition are either not on the tax roles or remain vacant. The DEIS does not fully consider this fact and how it compares with the 344th site.

- D. The Executive Summary reflects that the environmental impacts to critical areas are approximately the same at the 336th and 344th sites. However, the Executive Summary does not reflect that selection of the 344th site will require conversion of the State Department of Transportation's Reserve Conservation Area that the State acquired under the Highway Beautification Act in 1965. While the DEIS recognizes that fact, it contains no discussion of the impacts of the conversion or the difficulty/cost in obtaining approval therefor.
- E. The DEIS assumes that Sound Transit can find a suitable location for the Ellenos Yogurt business if it selects the 344th Alternative. The DEIS also assumes that, similar to an office/warehouse business, Ellenos can simply build-up its inventory prior to the move, and then use its inventory during the time necessary to move and acquire new equipment. Such is impossible. Yogurt has a very limited shelf life and Ellenos must constantly remain in operation to protect its product, its shelf space in retail outlets, and its position in an extremely competitive market. Thus, Ellenos cannot disassemble its equipment at its present location, move it to a new site, and secure proper permits. As forth in the Ellenos letter of March 26, 2021.

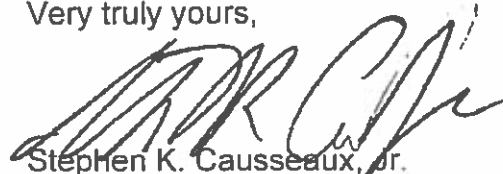
"Equally important, it will take a minimum of a year to ensure that a new facility will efficiently and effectively produce product that meet product safety and quality parameters essential to remaining competitive and financially stable. The myriad of steps require represent 2+ year process when an organization has the excess staffing to operate two facilities and assumes the project does not encounter unexpected setbacks, which pragmatically speaking, is not likely to be the case."

Ellenos would need to abandon its equipment at its present location and purchase new equipment for its new location. Such is cost prohibitive.

- F. Ellenos estimates relocation costs alone at above 25 million. Such cost does not account for ten of millions in business opportunity losses it will incur. Ellenos anticipates expanding to a 24/7 operation and hiring many new employees by the end of 2022. Selecting the 344th Street site will put an end to Ellenos yogurt.

Thank you for your consideration of the above matters.

Very truly yours,



Stephen K. Causseaux, Jr.
Managing Partner for Schindler Family Limited
Partnership, Owners of the Ellenos Building

| Schindler Family Limited Partnership, Owner of the Ellenos Yogurt Building (Communication ID 473816) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | THE SOUTH 344TH STREET ALTERNATIVE WOULD IMPACT THE MOST SOCIAL RESOURCES AND WOULD HAVE THE GREATEST NUMBER OF BUSINESS AND RESIDENTIAL DISPLACEMENTS AS COMPARED WITH THE OTHER BUILD ALTERNATIVES. (Section 3.6.2.2, page 3.6-9 of the Draft Environmental Impact Statement) (DEIS) Nowhere in the Executive Summary does the above conclusion appear. | Table ES-1 in the Final EIS Executive Summary includes a comparison of key characteristics and impacts of all three build alternatives. Within the table, the Acquisitions subsection contains the total number of displaced businesses and residences, and the Environmental Justice, Social Resources, Community Facilities, and Neighborhoods subsection contains the number of displaced social and community resources. Additionally, Figure ES-9 and the associated Acquisitions, Land Use, and Economics text in Section ES.3, Comparison of Alternatives of the Executive Summary expands on these impacts. |
| 2 | A. Table 3.5-5 of the DEIS shows a total of 26 businesses affected at the 336th Street site as compared with 60 businesses at the 344th site. The 336th site will displace three businesses while the 344th Street site will displace 15. Estimated employee displacements are 94 for 336th and 248 for 344th. | The comment restates the information from the 2021 Draft EIS. Note that this table was updated in the 2023 Draft EIS and again in this Final EIS. |
| 3 | B. Table 3.5-6 DEIS shows the total taxable value of properties that must be acquired at 336th equals 50.8.million, while the taxable value of properties that must be acquired at 344th is almost twice as much at 99.5 million.336th requires acquisition of 36 parcels and 344th requires acquisition of 64 parcels. Furthermore, said Table does not reflect that the 25 acre, Christian Faith Center, located on the 336th site, is not on the tax roles. C. Section 3.4.3.2 DEIS shows that the OMF facility at the 336th site would convert 25 acres of public institution property not currently on the tax roles and 27 acres of vacant land. Therefore, 52 of the 97 acres proposed for acquisition are either not on the tax roles or remain vacant. The DEIS does not fully consider this fact and how it compares with the 344th site. | Section 3.5, Economics, in the 2023 Draft EIS and this Final EIS notes that the Christian Faith Center and the Pacific Christian Academy are not taxed. Section 3.5 includes a discussion of the difficulties involved with calculating specific property tax impacts. Overall, the impact is expected to be small given the reduction in taxable assessed valuation of acquired properties in relation to the area's overall tax base. As an example, the total taxable assessed valuation of real property for full and partial acquisitions for the South 344th Street Alternative accounts for 0.91 percent of Federal Way's overall assessed valuation in 2019; none of the alternatives exceed 1 percent. |

| Schindler Family Limited Partnership, Owner of the Ellenos Yogurt Building (Communication ID 473816) | | |
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| Comment ID | Comment Text | Response |
| 4 | D. The Executive Summary reflects that the environmental impacts to critical areas are approximately the same at the 336th and 344th sites. However, the Executive Summary does not reflect that selection of the 344th site will require conversion of the State Department of Transportation's Reserve Conservation Area that the State acquired under the Highway Beautification Act in 1965. While the DEIS recognizes that fact, it contains no discussion of the impacts of the conversion or the difficulty/cost in obtaining approval therefor. | WSDOT Resource Conservation Areas are shown and discussed in Section 3.7, Visual and Aesthetic Resources, of the 2023 Draft EIS and this Final EIS. The mainline tail tracks associated with the South 344th Street Alternative would impact the two Resource Conservation Areas. During final project design, Sound Transit would incorporate specific measures to mitigate impacts to the Resource Conservation Areas, consistent with the WSDOT Roadside Policy Manual. |
| 5 | E. The DEIS assumes that Sound Transit can find a suitable location for the Ellenos Yogurt business if it selects the 344th Alternative. The DEIS also assumes that similar to an office/warehouse business, Ellenos can simply build-up its inventory prior to the move, and then use its inventory during the time necessary to move and acquire new equipment. Such is impossible. Yogurt has a very limited shelf life and Ellenos must constantly remain in operation to protect its product, its shelf space in retail outlets, and its position in an extremely competitive market. Thus, Ellenos cannot disassemble its equipment at its present location, move it to a new site, and secure proper permits. | In Section 3.3, Acquisitions, Displacements, and Relocations of the 2023 Draft EIS and this Final EIS, Sound Transit recognizes the difficulties of relocating an operation like Ellenos. Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 6 | F. Ellenos estimates relocation costs alone at above 25 million. Such cost does not account for ten of millions in business opportunity losses it will incur. Ellenos anticipates expanding to a 24/7 operation and hiring many new employees by the end of 2022. Selecting the 3441 Street site will put an end to Ellenos yogurt. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |



March 26, 2021

Sound Transit Board
401 S. Jackson St.
Seattle, WA 98104

Dear Board Member,

We are writing to you regarding the Sound Transit Authority's (STA) draft Environmental Impact Statement for the Operations and Maintenance Facility South posted on March 5, 2021. Although we found the report to be fairly thorough, it failed to capture the \$10's of millions in direct costs that would be incurred as a result of relocating the Ellenos manufacturing facility which is part of site 10A, also known as the South 344th Street site. In addition, the statement fails to account for the profound opportunity costs to be incurred by Ellenos and the impact on its future as a result if forced to relocate.

When asked by local media his reaction to the possibility of our site being selected, Ellenos Co-Founder and yogurt aficionado, Con Apostolopoulos' immediate reaction was that it would be catastrophic. As a lifelong yogurt manufacturer, Mr. Apostolopoulos knows all too well the sensitive nature of yogurt manufacturing. After an extensive assessment by the Ellenos Management Team his conclusion was reenforced. The economic and strategic ramifications, both immediate and long-term, to our company and its 130+ employees would be crippling and puts into question our ability to survive this dramatic disruption to the business. It will unravel years of strategic investment and development of which the Federal Way manufacturing facility has been central to and will continue to be well into the future.

Relocation of a yogurt manufacturing facility is an extremely complex and disruptive process. Any such effort would significantly undermine our ability to compete in this highly competitive category. This is further exacerbated by the fact such turmoil comes at an immensely critical juncture in our business as we are preparing for notable national distribution over the next 3-5 years. At the core of this challenge is the fact we produce a product with an extremely short shelf life. As such, we must be able to produce product a minimum of 5-days a week in order to meet demand and keep shelves stocked. Based on current growth trajectory we anticipate this will expand to a 24/7 operation by the end 2022. Any disruption to our supply chain will quickly erode the goodwill we have worked hard to foster through the years and result in an immediate retraction of our sales and associated momentum.

It is vitally important that the Sound Transit Authority understands that yogurt manufacturing does not permit the luxury of stockpiling inventory to accommodate the move from one location to another. Product must be consistently produced nearly every day of the week due to its limited shelf life. This becomes increasingly more critical as we achieve geographic expansion where time (due to transportation time to the east coast) becomes increasingly tight. Equally important, it will take a minimum of a year to ensure that a new facility will efficiently and effectively produce product that meet product safety and quality parameters essential to remaining competitive and financially stable. The myriad of steps required represent a 2+ year process when an organization has the excess staffing to operate two facilities and assumes the project does not encounter

unexpected setbacks, which pragmatically speaking, is not likely to be the case. In addition, Ellenos is not presently staffed to address the extensive effort this presents, and we are not in a financial position to do so.

The enormity of relocation should be quite evident based on the overview provided above but does not capture the opportunity costs our organization will also incur as a result. In fact, the opportunity costs are virtually incalculable because they have to factor in not only past but future opportunities lost as a result of the tremendous setback this will create. Our entire 10-year plan is built around having a well-established and operating manufacturing facility so that our focus could be on executing sales, marketing and innovation plans vital to a successful national expansion. We are still in the throes of seeking to reach that critical milestone. Relocating our manufacturing facility will place us a minimum of 3-years behind schedule and result in untold additional costs as we seek to regain our position in the uber-premium yogurt space.

In addition to opportunity costs there is the work around planning, construction, and implementation of a new manufacturing facility. To be very clear, in order to survive we will need to have a fully functioning manufacturing facility before we commence shutting down the current location. We have invested millions of dollars in equipment in order to meet current and future demand. The equipment will need to be replaced in full in order to have a fully functioning facility before we shut down the current location. This includes meeting strict Federal, State and Local permitting requirements. The net result is tens of millions of dollars will be required to duplicate our current operation. There will be very little recovered in terms of selling of the current facility's equipment and no recovery of the significant investment in the infrastructure that was required to design our plant to produce our world class product.

In conclusion, the Environmental Impact Statement, although comprehensive, fails to capture the full impact that selection of site 10A would have on Ellenos. The costs of relocation alone are estimated to be well above \$25MM and does not account for the \$10's of millions in opportunity costs we will incur. These additional facts combined with the EIS for OMF South clearly indicates site 10a is a poor choice relative to the other options put forth. It is hard to fathom how the Sound Transit Authority could choose site 10A given its impact on a PacNW icon (Ellenos), especially considering the additional costs not captured in the EI Statement. This compounded by the fact that not only will Ellenos suffer the grave consequences of such a choice, but so too will the nearly 100 property owners, businesses, family dwellings and churches located within the boundaries of site 10A. We therefore request the STA choose an alternative to the 344th street location when making your final decision.

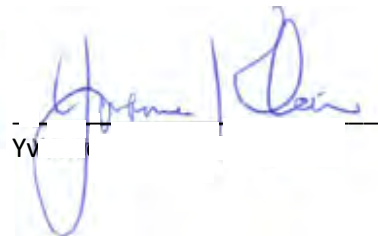
Respectfully submitted,



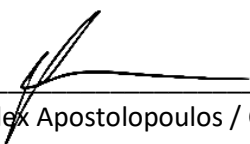
Con Apostolopoulos / Co-Founder



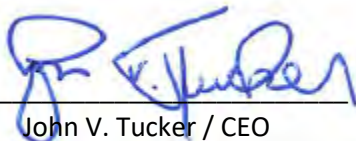
Bob Klein / Co-Founder



YV



Alex Apostolopoulos / Co-Founder



John V. Tucker / CEO

| Ellenos Yogurt: Con Apostolopoulos, Alex Apostolopoulos, Yvonne Klein, Bob Klein, John Tucker (Communication ID 471974) | | |
|---|---|--|
| Comment ID | Comment Text | Response |
| 1 | <p>We are writing to you regarding the Sound Transit Authority's (STA) draft Environmental Impact Statement for the Operations and Maintenance Facility South posted on March 5, 2021. Although we found the report to be fairly thorough, it failed to capture the \$10's of millions in direct costs that would be incurred as a result of relocating the Ellenos manufacturing facility which is part of site 10A, also known as the South 344th Street site. In addition, the statement fails to account for the profound opportunity costs to be incurred by Ellenos and the impact on its future as a result if forced to relocate.</p> | <p>Relocation estimates are included in the opinion of probable cost provided in Table 2.5-1 in the Final EIS. Due to the level of information available in this early phase of project development and the variety of factors that influence it, opportunity cost is not evaluated in the EIS. SEPA and NEPA do not require an analysis of economic opportunity costs of land use decisions but rather an evaluation of environmental and economic impacts on existing and reasonably foreseeable land uses for each build alternative.</p> |
| 2 | <p>Relocation of a yogurt manufacturing facility is an extremely complex and disruptive process. Any such effort would significantly undermine our ability to compete in this highly competitive category. This is further exacerbated by the fact such turmoil comes at an immensely critical juncture in our business as we are preparing for notable national distribution over the next 3-5 years. At the core of this challenge is the fact we produce a product with an extremely short shelf life. As such, we must be able to produce product a minimum of 5-days a week in order to meet demand and keep shelves stocked. Based on current growth trajectory we anticipate this will expand to a 24/7 operation by the end 2022. Any disruption to our supply chain will quickly erode the goodwill we have worked hard to foster through the years and result in an immediate retraction of our sales and associated momentum.</p> <p>It is vitally important that the Sound Transit Authority understands that yogurt manufacturing does not permit the luxury of stockpiling inventory to accommodate the move from one location to another. Product must be consistently produced nearly every day of the week due to its limited shelf life. This becomes increasingly more critical as we achieve geographic expansion where time (due to transportation time to the east coast) becomes increasingly tight. Equally important, it will take a minimum of a year to ensure that a new facility will efficiently and effectively produce product that meet product safety and quality parameters essential to remaining competitive and financially stable. The myriad of steps required represent a 2+ year process when an organization has the excess staffing to operate two facilities and assumes the project does not encounter unexpected setbacks, which pragmatically speaking, is not likely to be the case. In addition, Ellenos is not presently staffed to address the extensive effort this presents, and we are not in a financial position to do so.</p> | <p>Please see Section 3.3, Acquisitions, Displacements, and Relocations, and Section 3.5, Economics in the 2023 Draft EIS and this Final EIS. These sections acknowledge the unique circumstances of Ellenos Yogurt, and the relocation challenges the business would face, if the South 344th Street Alternative were selected as the project to be built.</p> |

| Ellenos Yogurt: Con Apostolopoulos, Alex Apostolopoulos, Yvonne Klein, Bob Klein, John Tucker (Communication ID 471974) | | |
|--|--|--|
| Comment ID | Comment Text | Response |
| 3 | <p>The enormity of relocation should be quite evident based on the overview provided above but does not capture the opportunity costs our organization will also incur as a result. In fact, the opportunity costs are virtually incalculable because they have to factor in not only past but future opportunities lost as a result of the tremendous setback this will create. Our entire 10-year plan is built around having a well-established and operating manufacturing facility so that our focus could be on executing sales, marketing and innovation plans vital to a successful national expansion. We are still in the throes of seeking to reach that critical milestone. Relocating our manufacturing facility will place us a minimum of 3-years behind schedule and result in untold additional costs as we seek to regain our position in the uber-premium yogurt space.</p> <p>In addition to opportunity costs there is the work around planning, construction, and implementation of a new manufacturing facility. To be very clear, in order to survive we will need to have a fully functioning manufacturing facility before we commence shutting down the current location. We have invested millions of dollars in equipment in order to meet current and future demand. The equipment will need to be replaced in full in order to have a fully functioning facility before we shut down the current location. This includes meeting strict Federal, State and Local permitting requirements. The net result is tens of millions of dollars will be required to duplicate our current operation. There will be very little recovered in terms of selling of the current facility's equipment and no recovery of the significant investment in the infrastructure that was required to design our plant to produce our world class product.</p> <p>In conclusion, the Environmental Impact Statement, although comprehensive, fails to capture the full impact that selection of site 10A would have on Ellenos. The costs of relocation alone are estimated to be well above \$25MM and does not account for the \$10's of millions in opportunity costs we will incur.</p> | Please see the responses to comments 1 and 2 of this letter. |
| 4 | <p>These additional facts combined with the EIS for OMF South clearly indicates site 10a is a poor choice relative to the other options put forth. It is hard to fathom how the Sound Transit Authority could choose site 10A given its impact on a PacNW icon (Ellenos), especially considering the additional costs not captured in the EI Statement. This compounded by the fact that not only will Ellenos suffer the grave consequences of such a choice, but so too will the nearly 100 property owners, businesses, family dwellings and churches located within the boundaries of site 10A. We therefore request the STA choose an alternative to the 344th street location when making your final decision.</p> | After considering the Draft EIS and the comments received, the South 336th Street Alternative, was identified by the Sound Transit Board as the Preferred Alternative in December 2021 (Motion M2021-81). The Board will select the project to be built following the Final EIS. |

From: Brad Thorson <bradthorson22@gmail.com>
Sent: Monday, April 19, 2021 10:31 AM
To: OMFSouthDEIS <OMFSouthDEIS@soundtransit.org>
Subject: Public comments OMF South

Public comments for Sound Transit, OMF South

1. The Draft EIS does not classify Garage Town Owners as commercial owners or residential owners and these individuals are not included in the count of property owners or parcels, even though occupants of a 4 plex were counted, as documented in Table ES-1 in the Draft EIS. This inaccurate count distorts the true number of individuals impacted in the data for the South 344th Street site contained in the Executive Summary. How do these inaccuracies get corrected and shared with Sound Transit Board members? See Table ES-1 on page ES-17 of the Executive Summary. The table only shows 20 Residential and 11 Business Displacements for the South 344th Street Site. Garage Town has 67 separate individual Condominium parcels and owners. Also see Table 3.5-5 in the Draft EIS.
2. The South 336th Street and The South 344th Street sites require Mainline track for the TDLE to be constructed. What happens if through the Budget review process, Sound Transit decides not to construct the TDLE? The cost of the two southern options for the OMF becomes much more expensive, which might make the Landfill site a better choice. This issue was not discussed in the Draft EIS. See Figure E2.3-2 in the Draft EIS.
3. Is Sound Transit in conversation with the Federal Government or the State of Washington to see if grant money can be made available to help Sound Transit fund the development of the Landfill Site?

Other Comments:

The sizes, in acres, of the three sites is different in Draft EIS Table 3.4-2 and EIS Executive Summary. The South 344th Street site is listed as 59.3 acres in the table and 65 acres in the Executive Summary. Depending on the size one uses for comparison purposes, the South 344th Street site may be too small.

The Draft EIS did not mention that the Christian Faith Center may want to sell to Sound Transit. How do Board Members become aware of this possibility?

No mention of Federal Grants from the EPA or other government agencies to assist with redevelopment costs associated with the landfill. Does the State of Washington support the Landfill Site

Brad Thorson
GarageTown Federal Way
Condominium Association
18604 Sound View Place
Edmonds, WA 98020
(206) 947-9416 Mobile
garagetownfederalway.com

| Brad Thorson Garage Town (Communication ID 473733) | | |
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| Comment ID | Comment Text | Response |
| 1 | The Draft EIS does not classify Garage Town Owners as commercial owners or residential owners and these individuals are not included in the count of property owners or parcels, even though occupants of a 4 plex were counted, as documented in Table ES-1 in the Draft EIS. This inaccurate count distorts the true number of individuals impacted in the data for the South 344th Street site contained in the Executive Summary. How do these inaccuracies get corrected and shared with Sound Transit Board members? See Table ES-1 on page ES-17 of the Executive Summary. The table only shows 20 Residential and 11 Business Displacements for the South 344th Street Site. Garage Town has 67 separate individual Condominium parcels and owners. Also see Table 3.5-5 in the Draft EIS. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | The South 336th Street and The South 344th Street sites require Mainline track for the TDLE to be constructed. What happens if through the Budget review process, Sound Transit decides not to construct the TDLE? The cost of the two southern options for the OMF becomes much more expensive, which might make the Landfill site a better choice. This issue was not discussed in the Draft EIS. See Figure E2.3-2 in the Draft EIS. | The purpose of this EIS is to evaluate the potential environmental impacts of OMF South, including the mainline tracks that would connect the South 336th Street and South 344th Street alternatives, regardless of whether TDLE is constructed. The cost of the mainline tracks is included in the cost estimates for the Preferred and South 344th Street alternatives as shown in Table ES-1 in the Executive Summary and in Table 2.5-1 in Section 2.5, Funding and Opinion of Probable Costs, of the Final EIS. |
| 3 | Is Sound Transit in conversation with the Federal Government or the State of Washington to see if grant money can be made available to help Sound Transit fund the development of the Landfill Site? | Please see the response to Common Comment 5 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 4 | The sizes, in acres, of the three sites is different in Draft EIS Table 3.4-2 and EIS Executive Summary. The South 344th Street site is listed as 59.3 acres in the table and 65 acres in the Executive Summary. Depending on the size one uses for comparison purposes, the South 344th Street site may be too small. | The Executive Summary description provides the permanent acreage of land needed to operate the OMF South. Table 3.4-2 of the 2023 Draft EIS and this Final EIS reports the amount of land that would be converted for a transportation use for each of the alternatives. If land within an alternative is already considered to be a transportation use (for example, an existing roadway), it is not considered a land use conversion. |

| Brad Thorson Garage Town (Communication ID 473733) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 5 | The Draft EIS did not mention that the Christian Faith Center may want to sell to Sound Transit. How do Board Members become aware of this possibility? | <p>Prior to publication of the Draft EIS, Sound Transit notified owners of potentially affected parcels of the project and potential effects. This included coordination with representatives of the Christian Faith Center. Sound Transit will continue to coordinate with property owners throughout the course of the project.</p> <p>Subsequent to the 2021 Draft EIS, FTA approved, and the Sound Transit Board authorized (Resolution Number R2023-26) a hardship acquisition of the four parcels associated with the Christian Faith Center. The purpose of a hardship acquisition is to alleviate a particular hardship to the owner when the property owner can document on the basis of health, safety, or financial reasons that remaining in the property poses an undue hardship compared to others. Hardship acquisitions do not limit the evaluation of alternatives required under the NEPA process. No development on the parcels would occur until after FTA issues a ROD and if the Sound Transit Board selects to build the Preferred or South 344th Street alternatives.</p> |
| 6 | No mention of Federal Grants from the EPA or other government agencies to assist with redevelopment costs associated with the landfill. Does the State of Washington support the Landfill Site | The State of Washington has not expressed a preference on the site alternatives for OMF South. Please see the response to Common Comment 5 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Hello, My name is Rod Snyder and I am the VP of Sales and Branch Operations for Red Canoe Credit Union. I am leaving the following comments as to express our hopes and concerns about how the proposed OMF South project site selection might impact our business operations. We have a credit union branch located at 33616 Pacific HWY S in Federal Way. This branch has vehicle access from Pac HWY northbound and from both directions on 336th. The South 336th Street location brings up most of my concerns, especially during the construction phase. The Draft EIS indicated there could be as many as 75 truck trips per day. With this volume of truck traffic on 336th and Pac HWY our members might find it difficult to access their branch and conduct their banking. I am also concerned about road and sidewalk construction on 336th that would temporarily close our vehicle access from our 336th entrance. Here is my question and request for this project, if 336th is selected. Will construction truck traffic travel to the job site using the east side of 336th/Weyerhaeuser Way to access the freeway? This makes much more sense since this area is nearly void of any homes or businesses that would be impacted by the high volume of truck traffic. Having trucks travel up and down HWY 99 to access 336th is a huge congestion problem for an all ready busy intersection. If 336th is selected, my business and so many more would request that the project expect truck traffic to use the east entrance of 336th East and Weyerhaeuser Way to access the job site. Also, if there will be road closure on 336th I request that there never be both directions closed at any given time. My business only has 2 access points, northbound Pac HWY and 336th. If you close 336th you will eliminate a primary access point for my members to conduct business. After reviewing the Draft EIS and the potential negative effects for each site alternative, I support the Midway Landfill as the best location. Although cost is the highest, it will have the least impact on community and businesses as well as repurposing an otherwise dead piece of property in our community. Please consider my request as this project progresses. I would like a response. Thank you.

Rod Snyder

| Rod Snyder Red Canoe Credit Union (Communication ID 474301) | | |
|---|---|--|
| Comment ID | Comment Text | Response |
| 1 | <p>We have a credit union branch located at 33616 Pacific HWY S in Federal Way. This branch has vehicle access from Pac HWY northbound and from both directions on 336th. The South 336th Street location brings up most of my concerns, especially during the construction phase. The Draft EIS indicated there could be as many as 75 truck trips per day. With this volume of truck traffic on 336th and Pac HWY our members might find it difficult to access their branch and conduct their banking. I am also concerned about road and sidewalk construction on 336th that would temporarily close our vehicle access from our 336th entrance. Here is my question and request for this project, if 336th is selected. Will construction truck traffic travel to the job site using the east side of 336th/Weyerhaeuser Way to access the freeway? This makes much more sense since this area is nearly void of any homes or businesses that would be impacted by the high volume of truck traffic. Having trucks travel up and down HWY 99 to access 336th is a huge congestion problem for an all ready busy intersection. If 336th is selected, my business and so many more would request that the project expect truck traffic to use the east entrance of 336th East and Weyerhaeuser Way to access the job site. Also, if there will be road closure on 336th I request that there never be both directions closed at any given time. My business only has 2 access points, northbound Pac HWY and 336th. If you close 336th you will eliminate a primary access point for my members to conduct business.</p> | <p>The 2023 Draft EIS and this Final EIS include a description of the assumed truck routes in Section 3.2, Transportation. As described in Section 3.2.2.4, Avoidance and Minimization of Impacts, Sound Transit would prepare a construction transportation management plan addressing hauling routes and impacts to local businesses, among other topics. If driveway closures are required, access to these properties would be maintained to the extent practical. If access to a business could not be maintained during construction, the specific construction activity would be reviewed to determine whether it could occur during non-business hours or whether the parking and users of this access could be accommodated at an alternative location.</p> |
| 2 | <p>After reviewing the Draft EIS and the potential negative effects for each site alternative, I support the Midway Landfill as the best location. Although cost is the highest, it will have the least impact on community and businesses as well as repurposing an otherwise dead piece of property in our community.</p> | <p>Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> |

Hello there- I run Federal Way Custom Jewelers- the oldest retailer in Federal Way. I have seen the changes and impacts of transit and am excited for light rail. That said, I have been very disappointed by some of the decisions, or lackthereof, by Sound Transit when it comes to OMF South. The obvious best choice for OMF South is the Midway Landfill site. This is unused space, that no one but the taxpayer could afford to make usable. Furthermore, the other options would have major impacts on local businesses and organizations and negatively impact our local economy. If the megachurch leaves, I lose clients on weekends. If Ellenos and the other businesses in the corporate park are forced to relocate, then those employees and high paying jobs go with them, and those are my clients too. Sound Transit is worried about cost- the Federal government is funding most of this project. I am sure there is more grant money available to clean up the environmental issues at midway. The south sound has repeatedly been taken advantage of- we have the most low wage workers, people of color, and commuters who could use the transit, yet we are getting light rail last, AFTER the north end and east side. So, do the right thing for the south sound this time, and make up for past transgressions. It will help get my future votes and support in favor of Sound Transit. I implore Sound Transit: spend the extra money, use the wasted space, clean up our local environment, and place the OMF south on the midway landfill.

| Brandon Moak, Federal Way Custom Jewelers (Communication ID 474310) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | The obvious best choice for OMF South is the Midway Landfill site. This is unused space, that no one but the taxpayer could afford to make usable. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | Furthermore, the other options would have major impacts on local businesses and organizations and negatively impact our local economy. If the megachurch leaves, I lose clients on weekends. If Ellenos and the other businesses in the corporate park are forced to relocate, then those employees and high paying jobs go with them, and those are my clients too. | Sound Transit provides relocation assistance for displaced businesses, as described in Section 3.3, Acquisitions, Displacements, and Relocations of the 2023 Draft EIS and this Final EIS. Displaced businesses may choose to relocate in the area or outside of the area. The OMF itself will be a source of employment, providing approximately 610 jobs. |
| 3 | Sound Transit is worried about cost- the Federal government is funding most of this project. I am sure there is more grant money available to clean up the environmental issues at midway. | Please see the response to Common Comment 5 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

My business and livelihood is on the line . Northwest Equipment Sales and Rentals is positioned on the I5 corridor and Hwy 18. We employ approx 10 people . The location we purchased in 2003 was strategically situated for logistics since we haul heavy rental equipment up and down the I5 corridor. There is currently no property available that is zoned M2 or M3. This will have a devastating affect on our Business located at 2011 So 341st place in Federal Way . Please choose an alternate site like Christian Faith Center or the Midway landfill

| Russ Hibbard, Northwest Equipment Sales, and Rentals (Communication ID 474314) | | |
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| Comment ID | Comment Text | Response |
| 1 | My business and livelihood is on the line. Northwest Equipment Sales and Rentals is positioned on the I5 corridor and Hwy 18. We employ approx. 10 people. The location we purchased in 2003 was strategically situated for logistics since we haul heavy rental equipment up and down the I5 corridor. There is currently no property available that is zoned M2 or M3. This will have a devastating affect on our Business located at 2011 So 341st place in Federal Way. Please choose an alternate site like Christian Faith Center or the Midway landfill | Section 3.3, Acquisitions, Displacements, and Relocations, in the 2023 Draft EIS and this Final EIS, notes the difficulties of relocating certain properties. As described in Section 3.3, Sound Transit provides compensation and support for business relocations. Section 3.5, Economics, notes that businesses that use machinery or hazardous substances may require large parcels or have additional challenges that may make relocation difficult. |

From: Scott Halverson [REDACTED]
Sent: Thursday, April 15, 2021 11:04 PM
To: OMFSouthDEIS <OMFSouthDEIS@soundtransit.org>
Subject: Scott Halverson/[REDACTED]

Dear Sound Transit,

Thank you for taking time to speak with myself and my consultant, David Peterson, about the potential use acquisition/condemnation of my property located at [REDACTED] Kent Wa 98032. I am the owner of this property (Race King LLC) and i currently run 2 businesses out of this location: My septic is my primary use of the property where i park my trucks and run my business as well as my racing business which is more of a hobby.

This property is slated to be part of the Midway Landfill alternative for the Operations and Maintenance Facility for the Light Rail System. My property has already been impacted in the past due to street widening and improvements along Pacific Highway. If my property were to be impacted any further by partial condemnation or easement, then it would essentially be unusable for my businesses, and market value of the property would be severely negatively impacted by any future owner. Having said that, I would be open to selling my property to Sound Transit as long as i could find a replacement property that would fit my business needs.

If Sound Transit does pick the Midway Alternative, then i look forward to further discussions about my property that would be a win-win for both parties.

Sincerely,
Scott Halverson
[REDACTED]

| Scott Halverson, Race King LLC (Communication ID 473485) | | |
|--|--|--|
| Comment ID | Comment Text | Response |
| 1 | <p>This property is slated to be part of the Midway Landfill alternative for the Operations and Maintenance Facility for the Light Rail System. My property has already been impacted in the past due to street widening and improvements along Pacific Highway. If my property were to be impacted any further by partial condemnation or easement, then it would essentially be unusable for my businesses, and market value of the property would be severely negatively impacted by any future owner. Having said that, I would be open to selling my property to Sound Transit as long as i could find a replacement property that would fit my business needs.</p> | <p>Sound Transit would begin the property acquisition process after the Final EIS is published, and the Sound Transit Board selects the project to be built. Sound Transit would work with affected property owners to determine relocation needs. Section 3.3, Acquisitions, Displacements, and Relocations includes a summary of Sound Transit's acquisition and relocation policy.</p> <p>A fair and reasonable analysis of your property's value would be addressed in an appraisal and a review appraisal before the agency makes a determination of just compensation. If a partial acquisition or permanent easement were to render a remainder portion of the property unusable or the business untenable, all efforts would be made to fairly compensate for the real estate and provide entitlements for relocation.</p> |



DT: April 19, 2021

TO: Sound Transit Board

FR: Greater Federal Way Chamber of Commerce

Public Comment: Operations and Maintenance Facility South

The Greater Federal Way Chamber of Commerce continues to identify transportation infrastructure as a priority, recognizing the necessary investment of mass transit/light rail to meet the growing demands of a growing business community in the South Puget Sound region.

As an economic development focused organization, the Chamber recognizes Sound Transit's investment in the Federal Way area with the current construction of light rail stations at 320th Street and Highline College. As the strategic plan for light rail reaches further to the south, the proposed Operations and Maintenance Facility (OMF) South, becomes a critical component for expansion of the system.

The business leaders at that Chamber have reviewed the 24 proposed OMF South sites and ask the Sound Transit Board to note the guiding principles important to the Chamber of Commerce in their evaluation of the final three sites, as follows:

- Creation of permanent, sustainable living wage jobs;
- Minimum business displacement for existing jobs;
- Enhanced opportunities for transit-adjacent development;
- Impact of economic multipliers in the community;
- Environmental issues, including health concerns and the stewardship of resources such as wetlands and trails;
- Cost of strategic growth for transportation infrastructure.

The Chamber remains focused on the diversification of the economic base of Federal Way, including the maximum retention of commercial enterprises which provide the City with its tax base and within a range of industries from light manufacturing to minority-owned businesses.

In sum, the Greater Federal Way Chamber of Commerce encourages Sound Transit to determine the OMF South site based on what is most favorable to new and existing economic opportunities in our area.

Submitted on behalf of the business community at the Federal Way Chamber,

Rebecca Martin, CCE
President and CEO

| Federal Way Chamber of Commerce (Communication ID 479627) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | <p>The business leaders at that Chamber have reviewed the 24 proposed OMF South sites and ask the Sound Transit Board to note the guiding principles important to the Chamber of Commerce in their evaluation of the final three sites, as follows:</p> <ul style="list-style-type: none"> • Creation of permanent, sustainable living wage jobs; • Minimum business displacement for existing jobs; • Enhanced opportunities for transit-adjacent development; • Impact of economic multipliers in the community; • Environmental issues, including health concerns and the stewardship of resources such as wetlands and trails; • Cost of strategic growth for transportation infrastructure. <p>The Chamber remains focused on the diversification of the economic base of Federal Way, including the maximum retention of commercial enterprises which provide the City with its tax base and within a range of industries from light manufacturing to minority-owned businesses.</p> <p>In sum, the Greater Federal Way Chamber of Commerce encourages Sound Transit to determine the OMF South site based on what is most favorable to new and existing economic opportunities in our area.</p> | <p>The Sound Transit Board identified the South 336th Street Alternative as the Preferred Alternative, as described in Section 2.2.6 of the 2023 Draft EIS and this Final EIS. Prior to identification of the Preferred Alternative, the Sound Transit Board considered the 2021 Draft EIS analysis and comments on the 2021 Draft EIS, among other factors. The Board will consider the Draft EIS comments, Final EIS analysis, and other factors prior to selection of the project to be built.</p> |

WE IMPORE YOU TO

PROTECT FEDERAL WAY

April 18, 2021

pac@protectfederalway.org
Protect Federal Way

Dear Sound Transit Board & EIS Team:

Thank you for your diligent work to study the three OMF South locations in greater detail in this Draft EIS. We the citizens of Federal Way, Kent, Auburn, and nearby south Sound communities appreciate the focus being placed on the impact from OMF South site decisions on our neighborhoods and people.

As we have seen in your Draft EIS, choosing the **South 344th Street** site would negatively impact the community in the following ways:

- The largest negative economic impacts on citizens and government
- The largest negative street and zoning impacts
- The largest negative wetland and stream impacts
- The largest negative property and relocation costs for Sound Transit
- The **greatest number of residential evictions at 79**
- The **greatest number of business evictions**, at 12 (and **we believe this is incorrectly low**, as that does not include small businesses in rented spaces and in unmarked spaces such as GarageTown. We consider this **25+ business evictions**).
- Three local churches (and we believe the **impact of relocating the FCC-licensed broadcast tower** for Trinity Broadcasting KTBW-TV **has not been considered** in the Draft EIS)
- The **greatest number of jobs lost at 248**.

In addition to these serious impacts to homes, jobs, and lives in our community, we also think the **Draft EIS does not address these additional concerns** about the South 344th Street site:

- The **increased relocation costs** for business owners and tenants of industrial buildings in the South 344th Street site. Dismantling and transporting industrial equipment such as the Ellenos Yogurt plant, vehicle lifts in auto shops and at

Garage Town, the KTBW-TV broadcast tower, and numerous others represent significant additional relocation costs that, while not part of the Draft EIS scope, should be considered as incremental additional costs of selecting this site.

- **Comparable properties for relocation** of businesses have not been priced. There are not viable properties in the Federal Way community or indeed anywhere within 20+ miles of the South 344th Street site to relocate many of these businesses. As this is the last industrial zone in Federal Way, choosing this site **immediately evicts all industrial businesses from Federal Way, permanently**. Obtaining license to relocation the KTBW-TV broadcast tower will be much more complex and costly than simply finding a new plot of land. Obtaining properties comparable to the GarageTown complex will be significantly more expensive (we estimate 2x-3x) than the current tax value of those properties. The true cost of choosing the South 344th Street site will be borne later, by the Sound Transit relocation committee, but **it is misleading not to include an estimate of that cost** when evaluating and selecting a site.
- The **true business costs of relocation**. Many small businesses asked by Sound Transit to relocate will simply fold and the jobs they represent will evaporate as the toll of relocation will overburden them. For example, the Ellenos Yogurt operation would need to build a duplicate facility in another location and shift all their manufacturing capacity before the existing facility could be dismantled, meaning the several multi-million-dollar investments made in their current property would need to be repeated. Businesses like Ellenos would be **faced with huge capital expenses not covered by Sound Transit that have no long-term gain to their business**. Every business targeted by relocation would be forced to make the same difficult decisions, and many will fold under the extreme burden.

Sound Transit has provided many opportunities for citizens to speak on this issue and share concerns and views with the Sound Transit Board and the Sound Transit teams. As citizens, we have shared with Sound Transit our view that choosing the South 344th Street site represents too great a cost to Federal Way to be considered viable.

- **465 citizens have signed paper and online petitions** that have been submitted to Sound Transit
- More than 45 individual citizens have sent specific comments into the Draft EIS process.

- Citizens have attended Sound Transit presentations and Sound Transit Board meetings to share these concerns.
- Citizens have also attended Federal Way City Council meetings to share concerns with Federal Way council members and ask for help.

For yourselves on the Sound Transit Board and Sound Transit planning teams, if there was any doubt which of the three remaining OMF South sites had the highest costs for citizens, businesses, and the community, these voices should have made it quite clear:

the South 344th Street Site is the most painful and costly choice for everyone.

On behalf of all of us, please preserve homes, jobs, businesses, and the future of Federal Way by removing this site from further consideration.

Thank you for your empathetic and logical decision.

Brian Nash

Chair, Protect Federal Way

A Federally-registered nonconnected Political Action Committee, EIN 84-3663586

| Protect Federal Way Brian Nash (Communication ID 473676) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | <p>As we have seen in your Draft EIS, choosing the South 344th Street site would negatively impact the community in the following ways:</p> <ul style="list-style-type: none"> The greatest number of residential evictions at 79. The greatest number of business evictions, at 12 (and we believe this is incorrectly low, as that does not include small businesses in rented spaces and in unmarked spaces such as GarageTown. We consider this 25+ business evictions). Three local churches (and we believe the impact of relocating the FCC-licensed broadcast tower for Trinity Broadcasting KTBW-TV has not been considered in the Draft EIS) | <p>Please see the response to Common Comments 1 and 2 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> <p>Section 3.3, Acquisitions, Displacements, and Relocations, of the 2023 Draft EIS was updated to include the displacement of the Trinity Broadcasting tower as a potential impact associated with the South 344th Street Alternative. The Trinity Broadcasting Network offices are permanently closed; if tower relocation is necessary, Sound Transit would work with the owner, as outlined in Section 3.3. This update is reflected in this Final EIS.</p> |
| 2 | <p>In addition to these serious impacts to homes, jobs, and lives in our community, we also think the Draft EIS does not address these additional concerns about the South 344th Street site:</p> <ul style="list-style-type: none"> The increased relocation costs for business owners and tenants of industrial buildings in the South 344th Street site. Dismantling and transporting industrial equipment such as the Ellenos Yogurt plan, vehicle lifts in auto shops and at Garage Town, the KTBW-TV broadcast tower, and numerous others represent significant additional relocation costs that, while not part of the Draft EIS scope, should be considered as incremental additional costs of selecting this site. | <p>Acquisition and relocation costs were included in the conceptual capital cost estimates listed in Table 2.6-1 of the 2021 Draft EIS. These estimates were updated in the 2023 Draft EIS and are now found in Table 2.5-1, Opinion of Probable Cost for Preliminary Engineering Design of the Build Alternatives, in this Final EIS.</p> |

| Protect Federal Way Brian Nash (Communication ID 473676) | | |
|--|--|--|
| Comment ID | Comment Text | Response |
| 3 | <ul style="list-style-type: none"> Comparable properties for relocation of businesses have not been priced. There are not viable properties in the Federal Way community or indeed anywhere within 20+ miles of the South 344th Street site to relocate many of these businesses. As this is the last industrial zone in Federal Way, choosing this site immediately evicts all industrial businesses from Federal Way, permanently. Obtaining license to relocation the KTBW-TV broadcast tower will be much more complex and costly than simply finding a new plot of land. Obtaining properties comparable to the GarageTown complex will be significantly more expensive (we estimate 2x-3x) than the current tax value of those properties. The true cost of choosing the South 344th Street site will be borne later, by the Sound Transit relocation committee, but it is misleading not to include an estimate of that cost when evaluating and selecting a site. | Acquisition and relocation costs are included in the conceptual capital cost estimates in Table 2.5-1, Opinion of Probable Cost for Preliminary Engineering Design of the Build Alternatives, in this Final EIS. Section 3.3, Acquisitions, Displacements, and Relocations, describes the opportunities and potential challenges associated with relocating certain businesses. |
| 4 | <ul style="list-style-type: none"> The true business costs of relocation. Many small businesses asked by Sound Transit to relocate will simply fold and the jobs they represent will evaporate as the toll of relocation will overburden them. For example, the Ellenos Yogurt operation would need to build a duplicate facility in another location and shift all their manufacturing capacity before the existing facility could be dismantled, meaning the several multi-million-dollar investments made in their current property would need to be repeated. Businesses like Ellenos would be faced with huge capital expenses not covered by Sound Transit that have no long-term gain to their business. Every business targeted by relocation would be forced to make the same difficult decisions, and many will fold under the extreme burden. | Sound Transit acknowledges the difficulties and expenses involved with business relocations. Section 3.5, Economics, of the 2023 Draft EIS and this Final EIS describes some of the difficulties associated with relocation. As described in Section 3.3, Acquisitions, Displacements, and Relocations, Sound Transit would provide relocation assistance and would compensate affected property owners according to the provisions specified in Sound Transit's Real Property Acquisitions and Relocation Policy, Procedures, and Guidelines; the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act; and the State of Washington's relocation and property acquisition laws and regulations. |
| 5 | For yourselves on the Sound Transit Board and Sound Transit planning teams, if there was any doubt which of the three remaining OMF South sites had the highest costs for citizens, businesses, and the community, these voices should have made it quite clear: the South 344th Street site is the most painful and costly choice for everyone. On behalf of all of us, please preserve homes, jobs, businesses and the future of Federal Way by removing this site from further consideration. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Public Commenters

In the interest of privacy, personal phone numbers and email addresses have been redacted.

Public comments to Sound Transit Draft Against the Garage Town site

Jerry Carr

Tue 4/13/2021 7:05 AM

To: Email The Board <EmailTheBoard@soundtransit.org>; OMF South DEIS <OMFSouthDEIS@soundtransit.org>

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the "fish" button in Outlook. Thank you! ST Information Security

I would like to add my voice to the public comments against the Garage Town site for the following reasons.

- The Draft EIS did not specifically include GT owners as residential or business. All 58 Garage Town owners should be included as property owners. All GT owners will be displaced if the S 344th site is selected.
- Ask how evaluation criteria is weighted. If all criteria are weighted equally, then Midway landfill should be the preferred site.
- The South 344th Site generates the most Economic activity, real estate tax and other taxes, compared to the other two sites. The landfill Site and The Christian Faith Center are not on the tax rolls.
- Table 3.3-2 in the DEIS, should be changed to include an accurate parcel count, all GT condo parcels should be included. The S 336th Street site has 19 tax parcels; The S 344th Street site has 109 tax parcels.
- If the South 344th Street is chosen 248 people will lose their jobs, 94 jobs will be lost if the 336th Street site is chosen.
- The Draft EIS did not mention that The Christian Faith Center may want to sell the property. Sound Transit needs to be in conversation with The Christian Faith Center to confirm their desire to sell the property.
- The S 344th Street site is close to the South Federal Way Station and therefore should be considered for Transit oriented development and not considered for the OMF South.
- No mention of possible EPA or other Federal or State Grants to lower cost of the Landfill site.
- Many of the sections of the Draft EIS included numbers and language that included information about the Main Line Extension which made it difficult to look at differences between the S 336th Street site and the S 344th Street sites.
- The Draft EIS did not clearly say that there will be significantly fewer truck trips and less site work on the S 336th Street site. The site work on the S 336th Street site has the lowest impact of all three sites.
- The Full Excavation option for the Midway Landfill site, is not much more costly than the other sites and has fewer negative impacts. This site is favored by most Cities and individuals, and should be selected as the preferred OMF Site.
- GT cannot be rebuilt in King County at a reasonable cost received from Sound Transit. and there is no existing property in King County like GT. Community would be destroyed.
- It would be extremely difficult and cost prohibitive to relocate the Ellenos Yogurt facility and maintain delivery to customers. If the South 344th Street site is chosen Ellenos Yogurt would go out of business.

- The Executive Summary of the DEIS reflects that the environmental impacts of the 336th Site and the S 344th sites are about the same. It does not reflect that the selection of the 344th Site would require the conversion of the Washington DOT Reserve Conservation Area and retention pond adjacent to I-5 being relocated to an additional parcel to the south of 344th street, which is not included in many of the site maps for The 344th site.
- If The Sound Transit Board decides not construct Tacoma Dome Link Extension, selection of the S 336th and S 344th sites would require excess mainline track to be constructed.
- The Draft EIS states, on page 3.6-9: “ The South 344th Street alternative would impact the most social resources and would have the greatest number of business and residential displacements as compared with the other build alternatives.” This statement of fact was not in the DEIS Executive Summary, and it should be included.
- There are 3 churches located within the S 344th Street site. Is it better to disrupt three churches or 1 church?
- Existing street improvements to the S 344th Street site, not adequate to serve the OMF. Significant improvements to S 344th and S 342nd streets would have to be made. This issue was not addressed in the DEIS

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Regards, Jerry A. Carr



| Public Communication: Public Comments to Sound Transit Against the Garage Town Site, Submitted by 5 Commenters | | |
|--|--|--|
| Comment ID | Comment Text | Response |
| 1 | The Draft EIS did not specifically include GT owners as residential or business. All 58 Garage Town owners should be included as property owners. All GT owners will be displaced if the S 344th site is selected. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | Ask how evaluation criteria is weighted. If all criteria are weighted equally, then Midway landfill should be the preferred site. | The purpose of the EIS is to identify potential significant adverse environmental impacts of each proposed alternative. The EIS evaluation is not weighted. Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 3 | Table 3.3-2 in the DEIS, should be changed to include an accurate parcel count, all GT condo parcels should be included. The S 336th Street site has 19 tax parcels; The S 344th Street site has 109 tax parcels. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 4 | The Draft EIS did not mention that The Christian Faith Center may want to sell the property. Sound Transit needs to be in conversation with The Christian Faith Center to confirm their desire to sell the property. | Sound Transit has notified all property owners who would be potentially directly affected by the OMF South build alternatives, including the Christian Faith Center. Subsequent to the 2021 Draft EIS, FTA approved and the Sound Transit Board authorized (Resolution Number R2023-26) a hardship acquisition of the four parcels associated with the Christian Faith Center. The purpose of this type of acquisition is to alleviate a particular hardship to the owner when the property owner can document on the basis of health, safety, or financial reasons that remaining in the property poses an undue hardship compared to others. Hardship acquisitions do not limit the evaluation of alternatives required under the NEPA process. No development on the parcels would occur until after FTA issues a ROD and if the Sound Transit Board selects to build the Preferred or South 344th Street alternatives. |
| 5 | The S 344th Street site is close to the South Federal Way Station and therefore should be considered for Transit oriented development and not considered for the OMF South. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. The OMF would provide a vital support function to the entire Link light rail system. The proposed alternative site locations are appropriate for transit-related use. |
| 6 | No mention of possible EPA or other Federal or State Grants to lower cost of the Landfill site. | Please see the response to Common Comment 5 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 7 | Many of the sections of the Draft EIS included numbers and language that included information about the Main Line Extension which made it difficult to look at differences between the S 336th Street site and the S 344th Street sites. | Because the Midway Landfill Alternative does not include mainline track construction, the EIS was organized to differentiate between impacts associated with the OMF South facility and those associated with the required mainline connecting track. The impacts associated with construction and operation of the OMF are listed separately from the impacts associated with the mainline to allow an easier comparison among the three site alternatives. Table ES-1 summarizes the key characteristics and impacts of the alternatives and was updated in the 2023 Draft EIS and this Final EIS to show total impacts of the OMF sites and mainline track, where applicable. |

| Public Communication: Public Comments to Sound Transit Against the Garage Town Site, Submitted by 5 Commenters | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 8 | The Draft EIS did not clearly say that there will be significantly fewer truck trips and less site work on the S 336th Street site. The site work on the S 336th Street site has the lowest impact of all three sites. | Table 3.2-12 of the 2023 Draft EIS and this Final EIS summarizes forecast peak daily truck trips. The South 336th Street Alternative would have more peak daily truck trips than the Midway Landfill Alternative Platform design option but fewer peak daily truck trips than the Midway Landfill Alternative Hybrid and Full Excavation design options and the South 344th Street Alternative. |
| 9 | The Full Excavation option for the Midway Landfill site, is not much more costly than the other sites and has fewer negative impacts. This site is favored by most Cities and individuals, and should be selected as the preferred OMF Site. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 10 | GT cannot be rebuilt in King County at a reasonable cost received from Sound Transit. There is no existing property in King County like GT. Community would be destroyed. It would be extremely difficult and cost prohibitive to relocate the Ellenos Yogurt facility and maintain delivery to customers. If the South 344th Street site is chosen Ellenos Yogurt would go out of business. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 11 | The Executive Summary of the DEIS reflects that the environmental impacts of the 336th Site and the S 344th sites are about the same. It does not reflect that the selection of the 344th Site would require the conversion of the Washington DOT Reserve Conservation Area and retention pond adjacent to I-5 being relocated to an additional parcel to the south of 344th street, which is not included in many of the site maps for The 344th site. | WSDOT Resource Conservation Areas are shown and discussed in Section 3.7, Visual and Aesthetic Resources, of the 2023 Draft EIS and this Final EIS. The mainline tail tracks associated with the South 344th Street Alternative would impact the two Resource Conservation Areas. During final project design, Sound Transit would incorporate specific measures to mitigate impacts to the Resource Conservation Areas, consistent with the WSDOT Roadside Policy Manual. The manual requires that "mitigation for lost or damaged RCAs must consist of an equal value exchange that provides appropriate performance values identified in the manual." This includes replacing RCA land impacted by the project as well as replanting that land. The manual includes permanent irrigation requirements for impacted RCAs and specific plant establishment criteria. Relocation of the WSDOT stormwater pond is discussed in Section 3.11, Water Resources. |
| 12 | The Draft EIS states, on page 3.6-9: "The South 344th Street alternative would impact the most social resources and would have the greatest number of business and residential displacements as compared with the other build alternatives." This statement of fact was not in the DEIS Executive Summary, and it should be included. | Table ES-1 in the Final EIS Executive Summary includes a comparison of key characteristics and impacts of all three build alternatives. Within the table, the Acquisitions subsection contains the total number of displaced businesses and residences, and the Environmental Justice, Social Resources, Community Facilities, and Neighborhoods subsection contains the number of displaced social and community resources. Additionally, Figure ES-9 and the associated Acquisitions, Land Use, and Economics text within Section ES.3, Comparison of Alternatives of the Executive Summary expands on these impacts. |

| Public Communication: Public Comments to Sound Transit Against the Garage Town Site, Submitted by 5 Commenters | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 13 | Existing street improvements to the S 344th Street site, not adequate to serve the OMF. Significant improvements to S 344th and S 342nd streets would have to be made. This issue was not addressed in the DEIS | It is assumed the comment refers to S 341st Place rather than S 342nd Street, which is outside the study area. The South 344th Street Alternative would eliminate public access to S 344th Street east of 16th Avenue S. The roadway and intersections between SR 99 and 16th Avenue S are forecast to operate similarly to the existing and 2042 No-Build Alternative conditions in both the AM and PM peak periods. Due to this, no mitigation is required. S 341st Place would be vacated under the South 344th Street Alternative. Additional information about existing and forecast traffic operations is available in Section 3.2, Transportation, and Appendix G1, Transportation Technical Report, of the 2023 Draft EIS and this Final EIS. |

Commenters:

Jerry Carr (Communication ID 472870)

Brad Thorson (Communication ID 472932)

Peter Broda (Communication ID 472869)

Paul Griggs, Teena Griggs (Communication ID 473486)

Tim and Lisa Kittilsby (Communication ID 473475)

From: Peter Broda [REDACTED]
Sent: Friday, March 5, 2021 9:12 PM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: Concerning the OMF South & S 344th St Federal Way

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the “fish” button in Outlook. Thank you! ST Information Security

Members of the Sound Transit Board,

I have read the Draft EIS Statement for your OMF South facility. Based on your research, selecting the S 344th Street site would eliminate over 248 jobs from the community, evict 3 churches, level more than 67 affordable homes, and erase 12 small businesses and the last industrial blue-collar jobs in Federal Way. Our community cannot afford to lose this neighborhood.

Please consider the other sites instead of this one. This is an easy choice, backed up by your data, that I expect you to make to benefit our community.

Thank you.

Peter Broda
[REDACTED]

Sent from my iPad

| Public Communication: Concerning the OMF South & S 344th St Federal Way, Submitted by 29 Commenters | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | I have read the Draft EIS Statement for your OMF South facility. Based on your research, selecting the S 344th Street site would eliminate over 248 jobs from the community, evict 3 churches, level more than 67 affordable homes, and erase 12 small businesses and the last industrial blue-collar jobs in Federal Way. Our community cannot afford to lose this neighborhood. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Commenters:

Michelle Biga (Communication ID 471305)
Peter Broda (Communication ID 471169, 471734)
Jerry Carr (Communication ID 471625)
Scott Carson (Communication ID 472934)
Susan Kay Chung (Communication ID 471614)
Danielle Fulcer (Communication ID 471981)
Dean Fulcer (Communication ID 471980)
Brendan Garcila (Communication ID 471309)
Monica Guthrie (Communication ID 471314)
Molly Haigh (Communication ID 473890)
Diana Haines (Communication ID 471306)
Allen Hughes (Communication ID 471167)
Michael Juguilon (Communication ID 472036)
Lisa Kittilsby (Communication ID 471171)
Peter Kobzar (Communication ID 471159)

Brad Lewis (Communication ID 471313)
Darren McDonald (Communication ID 471629)
Ian Nagy (Communication ID 471166)
Brian Nash (Communication ID 471172)
Helen Pelton (Communication ID 471311)
Cynthia Phillips (Communication ID 472537)
Maria Russell (Communication ID 471619)
Rod Smith (Communication ID 471308)
Carolyn Towle (Communication ID 471617)
Tamara Vince (Communication ID 471796)
Sue Walker (Communication ID 471307)
Camile Wilson (Communication ID 471615)
Kevin Wilson (Communication ID 471312)
Kimberly Wilson (Communication ID 472035)

From: [REDACTED]
Sent: Thursday, April 15, 2021 9:52 AM
To: OMFSouthDEIS@soundtransit.org
Subject: Public Comment

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April 15, 2021

OMF South, c/o Hussein Rehmat
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

RE: Sound Transit Operations and Maintenance Facility South
Environmental Impact Statement Comments

Mr. Rehmat:

I have reviewed the Draft EIS documents for the Operations and Maintenance Facility - South and strongly encourage the Sound Transit Board to select the Midway Landfill site for the new facility. However, if the Midway Landfill site is not chosen, the South 336th Street site is the next best option. Section 3.6.2.2 of the DEIS on page 3.6-9 states:

“The South 344th Street alternative would impact the most social resources and would have the greatest number of business and residential displacements as compared to the build alternatives.”

Additionally, the South 344th Street site would have the greatest impact to the local tax revenue. Property owners are already paying taxes to Sound Transit and any loss of revenue further impacts the residents in the City of Federal Way.

The DEIS makes many assumptions. The DEIS should include a table of assumptions for each of the sites and all alternatives made by Sound Transit staff and consultants. This would help the public and the Sound Transit Board understand how the alternatives were analyzed in the draft DEIS and identify potential cost savings vs. the significantly large estimates in the DEIS. For example, the DEIS assumes waste removal from the Midway Landfill could only occur from May through September creating an extremely long construction duration leading to increased costs. Identify all assumptions for each alternative

The DEIS also estimated employee displacements based on assumptions for each alternative. Employee displacement numbers shown in the DEIS are based on square footage of floor space, not actual numbers. In fact, the S. 344th site would displace Ellenos Yogurt, and not only their current employees, but additional jobs that are anticipated when Ellenos expands to a 24-hour operation by the end of 2022. This should be included in the analysis. The assumptions in the DEIS do not take this into consideration. The DEIS states a suitable location

for Ellenos can be found if the S. 344th alternative is selected. However, as noted in the letter from EllenosYogurt dated March 26, 2021:

“Equally important, it would take a minimum of a year to ensure a new facility will efficiently and effectively produce product that meet safety and quality parameters essential to remaining competitive and financially stable. The myriad of steps required represent a 2+ year process when an organization has the excess staffing to operate two facilities and assumes the project does not encounter unexpected setbacks, which pragmatically speaking, is not likely to be the case.”

The Sound Transit Board has an opportunity to select a site that makes the most sense for the region. The Midway Landfill site offers the following benefits:

- 1) The Midway Landfill site is mostly vacant property.
- 2) The Midway Landfill site has the fewest displacements of employees.
- 3) The Midway Landfill site has minimal business displacement.
- 4) The Midway Landfill site impacts zero residences.
- 5) The Midway Landfill site does not impact streams.
- 6) The Midway Landfill site does not impact wetlands.
- 7) The Midway Landfill site has the lowest impact on forest resources. The forest impacts identified on the Midway Landfill site should not be considered forest.
- 8) And very significantly, the Midway Landfill has the least impacts on local tax revenue to the local community.

When comparing the South 344th Street and South 336th Street Alternatives, there is no question the 344th site should NOT be selected.

- 1) The 344th Street site would have the most residential displacements
- 2) The 344th Street site would displace five times as many businesses.
- 3) The 344th Street site would displace well over twice as many employees, and that does not include the proposed expansion at Ellenos Yogurt in 2022.
- 4) The 344th Street site would have a significantly larger impact on the local tax revenue in a jurisdiction that is already paying into the Sound Transit taxing district.

I encourage the Sound Transit Board to be bold and make the right decision. Challenge your staff to eliminate the assumptions in the Draft EIS, to identify the real cost of the OMF-S on the Midway Landfill site. Local and regional plans are required to look at long term benefits and impacts in the planning process. The OMF-S is a facility that will likely be functional for over a century and will have long term impacts. Certainly, the least impactful location to any community is Midway Landfill and that is best for the region. Of the two sites located within the City of Federal Way, the South 334th St. should be eliminated from consideration.

Sincerely,
Patrick Haigh

| Public Communication: Sound Transit Operations and Maintenance Facility South, Submitted by 23 Commenters | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | I have reviewed the Draft EIS documents for the Operations and Maintenance Facility – South and strongly encourage the Sound Transit Board to select the Midway Landfill site for the new facility. However, if the Midway Landfill site is not chosen, the South 336th Street site is the next best option. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | <p>Section 3.6.2.2 of the DEIS on page 3.6-9 states: “The South 344th Street alternative would impact the most social resources and would have the greatest number of business and residential displacements as compared to the build alternatives.”</p> <p>Additionally, the South 344th Street site would have the greatest impact to the local tax revenue. Property owners are already paying taxes to Sound Transit and any loss of revenue further impacts the residents in the City of Federal Way.</p> | Section 3.5, Economics, in the 2023 Draft EIS and this Final EIS addresses potential changes to total taxable assessed valuation in Table 3.5-6. The South 344th Street Alternative would have the largest acquired jurisdiction taxable share (0.91 percent as compared to 0.53 percent for the Preferred Alternative and 0.11 percent for the Midway Landfill Alternative). |
| 3 | The DEIS makes many assumptions. The DEIS should include a table of assumptions for each of the sites and all alternatives made by Sound Transit staff and consultants. This would help the public and the Sound Transit Board understand how the alternatives were analyzed in the draft DEIS and identify potential cost savings vs. the significantly large estimates in the DEIS. For example, the DEIS assumes waste removal from the Midway Landfill could only occur from May through September creating an extremely long construction duration leading to increased costs. Identify all assumptions for each alternative | The assumptions for each alternative are discussed throughout the EIS within the affected environment and environmental impacts section for each element of the environment. This allows for the assumptions specific to each discipline to be alongside the discussion of impacts. |
| 4 | The DEIS also estimated employee displacements based on assumptions for each alternative. Employee displacement numbers shown in the DEIS are based on square footage of floor space, not actual numbers. In fact, the S. 344th site would displace Ellenos Yogurt, and not only their current employees, but additional jobs that are anticipated when Ellenos expands to a 24-hour operation by the end of 2022. This should be included in the analysis. The assumptions in the DEIS do not take this into consideration. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

| Public Communication: Sound Transit Operations and Maintenance Facility South, Submitted by 23 Commenters | | |
|---|---|--|
| Comment ID | Comment Text | Response |
| 5 | <p>The DEIS states a suitable location for Ellenos can be found if the S. 344th alternative is selected. However, as noted in the letter from Ellenos Yogurt dated March 26, 2021:</p> <p>“Equally important, it would take a minimum of a year to ensure a new facility will efficiently and effectively produce product that meet safety and quality parameters essential to remaining competitive and financially stable. The myriad of steps required represent a 2+ year process when an organization has the excess staffing to operate two facilities and assumes the project does not encounter unexpected setbacks, which pragmatically speaking, is not likely to be the case.”</p> | <p>Section 3.3, Acquisition, Displacements, and Relocations, of the 2023 Draft EIS and this Final EIS, acknowledges that some properties, including Ellenos Yogurt, could be challenging to relocate.</p> |
| 6 | <p>7) The Midway Landfill site has the lowest impact on forest resources. The forest impacts identified on the Midway Landfill site should not be considered forest.</p> | <p>As described in Section 3.10, Ecosystem Resources, of the 2023 Draft EIS and this Final EIS, biologists identified 10 different vegetation cover types in the study area, including the following three forest types: non-native forest, mature native forest, and other native forest. Biologists identified approximately 1 acre of non-native forest and 4 acres of other native forest impacts for the Midway Landfill Alternative. The majority of the site is grassland, and most of the impacts (57 acres) would be to that vegetation type.</p> |
| 7 | <p>When comparing the South 344th Street and South 336th Street Alternatives, there is no question the 344th site should NOT be selected.</p> | <p>Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> |

Commenters:

Stephen Causseaux (Communication ID 473491)
 Megan Gamache (Communication ID 473665)
 Phil Gamache (Communication ID 473682)
 Joe Haigh (Communication ID 473677)
 John P. Haigh (Communication ID 473727)
 M. Louise Haigh (Communication ID 473473)
 Maggie Haigh (Communication ID 473730)
 Mary Haigh (Communication ID 473669)
 Mike Haigh (Communication ID 473662)
 Molly Haigh (Communication ID 473670)
 Nancy Haigh (Communication ID 473472)
 Patrick Haigh (Communication ID 473471)

Patty Haigh (Communication ID 473470, 473493)
 Lynne Pearson (Communication ID 473811)
 Adrian Pearson (Communication ID 473812)
 Trish Peterson (Communication ID 473661)
 Amber Schindler (Communication ID 473658)
 Bryan Schindler (Communication ID 473649)
 David Schindler (Communication ID 473726)
 David Schindler, Jr. (Communication ID 473644)
 Ella Schindler (Communication ID 473651)
 Jeanne Schindler (Communication ID 473715)
 Stella Schindler (Communication ID 473646)

OMF South Scoping

Trina Ballard Southern

Sun 4/18/2021 2:42 PM

To:OMFSouthDEIS <OMFSouthDEIS@soundtransit.org>

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the "fish" button in Outlook. Thank you! ST Information Security

April 18, 2021

RE: OMF South Scoping

I am writing to you in **opposition** of an OMF being built along/at 20th Ave. S. Federal Way or 16th Ave. South.

The current zoning at the Christian Faith Center (CFC) is multi-family. Zoning for the OMF at the 20th Ave. South site would require Heavy Industrial Equipment (HEI). Heavy equipment zoning is **not** tolerated so close to the protected **Hylebos Creek** as it lies within a **Resource Protection Area**.

The proposed site at 16th Ave. South is **zoned** as Business Park, also not HIE. Residential neighborhoods which pre-exist before the Business Park zoning in the area have persisted as a single-family residential area for more than two decades.

Ellenos Yogurt is the largest employer in the city of Federal Way. The OMF would displace this business. This company has spent over five million dollars upgrading their facility in the last few years. They and the other surrounding businesses should not have to vacate, especially in today's climate, where small businesses are struggling to survive. We are proud of this local business and they have our full support.

The collective impacts to businesses/residents in Federal Way from Sound Transit are extensive. The presence of your facilities/stations/lines/link should not be wherever one happens to be in Federal Way.

Sound Transit, find another location for your OMF.

Both of the mentioned sites have portions of the **Hylebos Waterway** within them. Federal Way has inventoried and classified these creeks as **MAJOR STREAMS**. The **Hylebos** is listed as **Class A Waters** under **State Water Quality Standards**.

During the construction of the church in 2004, 35,936 sq.ft. of wetlands were displaced/filled in order to create the largest church campus in the state. This area is a part of the International Flight Pathway. **Over 150 migratory birds depend on the Hylebos and the surroundings for rest, food, and water.** The Resource Protection Area would be eliminated/buried if the link line is not elevated, as it is in direct line of the Hylebos. **This land cannot tolerate any more abuses or alterations.** The allotted percentage for this space to be developed was taken 20 years ago. This land needs to remain as is.

The headwaters for the East Branch of the Hylebos are received via North Lake, less than 1/8 of a mile from this proposed site. **These waters are paramount for downstream juvenile salmon recovery. Macrobenthic invertebrates must travel freely along trees, rocks and water.** Culverting the Hylebos at this critical junction goes against the entire purpose of the Executive Proposed Hylebos and Lower Puget Sound Watershed Plan. This document created in the 1990s is a roadmap for thoughtful development around the Hylebos. Allowing not only the link line, but the extra line of track to reach OMF, on top of an OMF, at either site in Federal Way is utterly mind-boggling in regard to environmental impacts. The residents of Federal Way remember the planning process for the church, vividly! It took four years to finally settle on a compromise and protections for the waterway. The citizens of Federal Way will not allow your facility to be built here. The once-beautiful forest with its inhabitants was taken from us once. Any further manipulations to the property will destroy what is left of the wetland connectivity and water quality in the East Branch of the Hylebos.

Sound Transit please find another location for your OMF.

The Midway Landfill is the most obvious choice and one we support, although the cost and time may make this a nonviable option. In that instance, could you please revisit your #1 (S. 352nd St.) & #4 (Fife) site options that WERE discussed 2017?

Both of these options are landfills that received toxic dumping from Boeing and the Asarco. Site #1 is an environmental nightmare because this land was never created to serve or function as a landfill, nor was this dumping site closed properly. The petroleum pipeline that runs parallel with I-5 also runs through a portion of this land. This line was installed with NO protective barriers. **The line now serves as a conduit for leachates and aids their distribution into our aquifer/ Hylebos watershed.**

Couldn't this be a win-win for the environment, residents, and Sound Transit?

If Sound Transit is willing to tackle the Midway landfill, surely other landfill sites could be another viable option. It is up to Sound Transit to work with the public. It is Sound Transit who needs to find other solutions. Sound Transit MUST do its due diligence and exhaust all possibilities. The citizens of Federal Way will not accept another major disruption to our city.

Sound Transit please find another site for your OMF.

The citizens of Federal Way have spent the last five years striving to protect and preserve the former Weyerhaeuser Campus that lies just East of these proposed sites. We have fought against the unprecedented traffic impacts that will result if the Campus is fully built out. With Highway 18 and 320th St. at maximum failure today, the S. 336th Street offers residents a way to reach our city establishments. **The Supreme Court recently ruled that the City of Federal Way and IRG WILL adhere to the Executive Proposed Hylebos Watershed Plan,** as well as view any developments through cumulative eyes in regard to environmental impacts. The church site demands this total lens as it is a part of the original Weyerhaeuser Campus/Forest. Our city is already being accommodating for the link line and transfer stations being built along 320th. How much more will Federal Way have to endure?

We will not allow Sound Transit to hold us hostage for the next 10 years. You must work with the citizens of Federal Way. Mayor Strong leaves our Council members and citizens very little voice in how our city functions. Sound Transit is NOT the city of Federal Way and we citizens should be heard and respected as our concerns are valid.

Sound Transit told citizens in print as well as at Zoom meetings that this was not a “done deal.” One of your representatives (along with FW council members) has stated that the decision HAS been made to put the OMF at either FW sites. This certainly shows a **serious conflict of interest** and one that needs to be made transparent to all going forward. Sound Transit is said to be misleading and confuses the public. For instance: staging public meetings and telling the public their input is needed and valued, only to find out events are for trivial items like art installations. Sound Transit then takes public input on Art and transfers that into dialogue and discussion on the important items like an OMF. Transparency is vital and should be upheld to the highest standards.

I respectfully submit these comments and expect fully to be engaged with the community and Sound Transit going forward. I am confident a better solution for your facility can and will be found. It must not be within the city limits.

Thank you for your time and thoughtful consideration.

Sincerely,

Trina Ballard Southern

| Public Communication: OMF South Scoping, Submitted by 22 Commenters | | |
|---|---|--|
| Comment ID | Comment Text | Response |
| 1 | I am writing to you in opposition to the Operations and Maintenance Facility (OMF) being built along/at 20th Ave. S. Federal Way or 16th Ave. S. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | <p>The current zoning at the Christian Faith Center (CFC) is multi-family. Zoning for the OMF at the 20th Ave. South site would require Heavy Industrial Equipment (HIE). Heavy equipment zoning is not tolerated so close to the protected Hylebos Creek as it lies within a Resource Protection Area.</p> <p>The proposed site at 16th Ave. South is zoned as Business Park, also not HIE. Residential neighborhoods which pre-exist before the Business Park zoning in the area have persisted as a single-family residential area for more than two decades.</p> | <p>As a regional transit authority facility, OMF South is considered an Essential Public Facility under Revised Code of Washington 36.70A.200, which is allowable under any zoning. As stated in Section 3.4, Land Use, of the 2023 Draft EIS and this Final EIS, OMF South is generally consistent with the city of Federal Way Comprehensive Plan as well as the intent of the zones that it would occupy within the footprints of the South 336th Street and South 344th Street alternatives.</p> <p>Sound Transit acknowledges that light rail transit facility uses are explicitly recognized only in the portions of the site zoned City Center Core (CC-C) and Commercial Enterprise (CE). Where the use is not explicitly recognized, Sound Transit would continue to meet zoning code and intent to the maximum extent practicable during the land use approval process.</p> <p>As with any development, construction and operation of OMF South would be subject to environmental regulations and permitting requirements meant to protect environmentally sensitive areas, such as streams and wetlands, that could be affected by the project. Please see Section 3.10, Ecosystem Resources, for more information.</p> |
| 3 | Ellenos Yogurt is the largest employer in the city of Federal Way. The OMF would displace this business. This company has spent over five million dollars upgrading their facility in the last few years. They and the other surrounding businesses should not have to vacate, especially in today's climate, where small businesses are struggling to survive. | Sound Transit acknowledges that Ellenos Yogurt is a unique facility that would be challenging to relocate. This is described in Section 3.3, Acquisitions, Displacements, and Relocations of the 2023 Draft EIS and this Final EIS. |
| 4 | <p>Both of the mentioned sites have portions of the Hylebos waterway within them. Federal Way has inventoried and classified these creeks as MAJOR STREAMS. The Hylebos is listed as Class A Waters under State Water Quality Standards.</p> <p>During the construction of the church in 2004, 35,936 sq.ft. of wetlands were displaced/filled in order to create the largest church campus in the state. This area is a part of the International Flight Pathway. Over 150 migratory birds depend on the Hylebos and the surroundings for rest, food, and water. The Resource Protection Area would be eliminated/buried if the link line is not elevated, as it is in direct line of the Hylebos. This land cannot tolerate any more abuses or alterations. The allotted percentage for this space to be developed was taken 20 years ago. This land needs to remain as is.</p> | Please see the response to Common Comment 3 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

| Public Communication: OMF South Scoping, Submitted by 22 Commenters | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 5 | <p>The headwaters for the East Branch of the Hylebos are received via North Lake, less than 1/8 of a mile from this proposed site. These waters are paramount for downstream juvenile salmon recovery. Macroinvertebrates must travel freely along trees, rocks and water. Culverting the Hylebos at this critical junction goes against the entire purpose of the Executive Proposed Hylebos and Lower Puget Sound Watershed Plan. This document created in the 1990s is a roadmap for thoughtful development around the Hylebos. Allowing not only the link line, but the extra line of track to reach OMF, on top of an OMF, at either site in Federal Way is utterly mind-boggling in regard to environmental impacts.</p> <p>Any further manipulations to the property will destroy what is left of the wetland connectivity and water quantity in the East Branch of the Hylebos.</p> | <p>Please see the response to Common Comment 3 in Table L.1-1, Responses to Common Comments, in the Final EIS. Section 3.10, Ecosystems, and Appendix G.3, Ecosystems Technical Report, of the 2023 Draft EIS and this Final EIS provide information about the East and West Fork Hylebos tributaries and potential project impacts to those streams.</p> |
| 6 | <p>The Midway Landfill is the most obvious choice and one I support. Although the cost and time may make this an unviable option.</p> | <p>Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> |
| 7 | <p>In that instance, could you please revisit your #1 (S. 352nd St.) & #4 (Fife) site options that WERE discussed 2017?</p> <p>Both of these options are landfills that received toxic dumping from Boeing and the Asarco. Site #1 is an environmental nightmare because this land was never created to serve or function as a landfill, nor was this dumping site closed properly. The petroleum pipeline that runs parallel with I-5 also runs through a portion of this land. This line was installed with NO protective barriers. The line now serves as a conduit for leachates and aids their distribution into our aquifer/ Hylebos watershed.</p> <p>Couldn't this be a win-win for the environment, residents, and Sound Transit?</p> <p>If Sound Transit is willing to tackle the Midway landfill, surely other landfill sites could be another viable option.</p> | <p>In 2019, Sound Transit conducted an extensive alternative site assessment process that resulted in the Sound Transit Board identifying the Midway Landfill, South 336th Street, and South 344th Street alternatives for study in the Draft EIS. More information can be found in the OMF South Alternatives Evaluation Technical Memorandum (https://www.soundtransit.org/sites/default/files/documents/operations-and-maintenance-facility-south-alternatives-evaluation-technical-memorandum.pdf).</p> |
| 8 | <p>Sound Transit told citizens in print as well as at Zoom meetings that this was not a "done deal." One of your representatives (along with FW council members) has stated that the decision HAS been made to put the OMF at either FW sites. This certainly shows a serious conflict of interest and one that needs to be made transparent to all going forward.</p> | <p>On December 16, 2021, the Sound Transit Board identified the South 336th Street site as the Preferred Alternative for OMF South. The Board's identification of a preferred alternative is not a final decision. The Sound Transit Board will select the project to be built after publication of the Final EIS.</p> |

Commenters:

Charae Ashcraft (Communication ID 473641)
Debbie Caddell (Communication ID 473679)
Daniel (Communication ID 473668)
Dana Hollaway (Communication ID 473822)
David Jorgenson (Communication ID 473663)
Karen Langridge (Communication ID 473724)
Dave Lesinski (Communication ID 473716, 473734)
Kerry Lesinski (Communication ID 473718)
Martin Loft (Communication ID 473681)
Stephanie Magat (Communication ID 473647)
Milana Michalek (Communication ID 473814)
Marianne Moore (Communication ID 473660)
Lorraine Rogers (Communication ID 473722)
Rachel Routt-Utrera (Communication ID 473664)
Anne Sallaska (Communication ID 473666)
Karen Smith (Communication ID 473737)
Trina Ballard Southern (Communication ID 473643)
Mark Southern (Communication ID 473645)
Tina Sumner (Communication ID 473735)
Suzanne Vargo (Communication ID 473684)
Kristen Yost (Communication ID 473721)
Bob Zimmerman (Communication ID 473620)

From: Teresa Wagner [REDACTED]
Sent: Friday, March 19, 2021 5:13 PM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: Light Rail maintenance Yard

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Members of the Sound Transit Board,

Dick’s Drive Inn was previously eliminated from consideration as an alternative site due to public perception and negative impacts. Please now eliminate the S. 344th for the same exact same reasons. Of the three alternatives It is the highest negative impacts to property owners, City of Federal Way and local employees who will lose their jobs.

The negative impacts for each alternative site as documented by your own Draft EIS Statement are summarized here.

| Evaluation Criteria (from Table 2.3-1) | Midway Landfill | S 336th Street | S 344th Street |
|---|-----------------|----------------|----------------|
| Current and Proposed Zoning | Lowest Impact | Medium Impact | Highest Impact |
| Economic | Lowest Impact | Medium Impact | Highest Impact |
| Property Impacts | Lowest Impact | Medium Impact | Highest Impact |
| Streets/Roads | Lowest Impact | Medium Impact | Highest Impact |
| Neighborhood/ Community | Lowest Impact | Medium Impact | Highest Impact |
| Topography | Highest Impact | Lowest Impact | Medium Impact |
| Wetlands & Streams | Lowest Impact | Medium Impact | Highest Impact |
| Floodplains & Critical Areas | Lowest Impact | Medium Impact | Highest Impact |
| Parks, Trails, & Open Spaces | Lowest Impact | Medium Impact | Highest Impact |
| Historic/Archaeological | Low Impact | Low Impact | Low Impact |
| Hazardous Materials | Highest Risk | Low Risk | Low Risk |
| Noise | Lowest Impact | Higher Impact | Higher Impact |
| Size/Configuration | Largest Site | Medium Site | Smallest Site |
| Maintenance Window | Lowest Impact | Medium Impact | Medium Impact |
| LRV Site Access | Lowest Impact | Medium Impact | Medium Impact |
| Schedule Risk (other than LRV Access) | Highest Risk | Lowest Risk | Lowest Risk |
| Operability | Further North | Further South | Further South |
| Operating Estimates | Highest Cost | Lower Cost | Lower Cost |
| Capital Estimates | Highest Cost | Lowest Cost | Medium Cost |
| Property Value | Lowest Cost | Medium Cost | Highest Cost |
| Additional Important Criteria That Should Be Highlighted | | | |
| Residential Evictions | 0 | 73 | 79 |
| Business Evictions | 4 | 2 | 12+ |
| Job Loss | 43 | 94 | 248 |

As you can see S 344th site has the most negative impacts by a very large margin. Please eliminate the S. 344th from further consideration. This is an easy choice, backed up by your data, that I expect you to make to benefit our community.

Thank you.

| Public Communication: Light Rail Maintenance Yard, Submitted by 6 Commenters | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | Dick's Drive Inn was previously eliminated from consideration as an alternative site due to public perception and negative impacts. Please now eliminate the S. 344th for the same exact same reasons. Of the three alternatives, the highest negative impacts to property owners, City of Federal Way and local employees who will lose their jobs. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Commenters:

Ruth Erickson (Communication ID 471623)
 Shawn Erickson (Communication ID 471624)
 Cole Wagner (Communication ID 471618)
 Doug Wagner (Communication ID 471628)
 Kurt Wagner (Communication ID 471616)
 Teresa Wagner (Communication ID 471622)

From: greg olson [REDACTED]
Sent: Saturday, March 6, 2021 6:52 PM
To: Email The Board <EmailTheBoard@soundtransit.org>
Cc: [REDACTED]
Subject: ST South Maintenance Facility - 344th Street option

Original communication comments, March 13, 2019 with updates to selected paragraphs for current conditions.

Site investigation committee,

Site Issues and background as they relate to 1910 South 344th Street and 1934 South 344th Street parcels, included in Option 344th Street:

- Donna and Greg Olson purchased, rezoned and developed the parcels in 1988/89. We installed water mains and sanitary sewer from locations on 344th Street near Garagetown allowing easy connection to future development on the specific surrounding properties. Our property is 2.93 useable acres.
- Donna and Greg Olson's trucking company, Evergone, Inc., operated its 100+ employee long haul postal contracting operation from the site from 1989 through 6/30/2008, our retirement.
- Donna and Greg Olson continue to own the parcels and have leased them to unrelated third parties since 7/1/2008. Each tenant since then has employed between 50-200 employees.
- The current tenant is Potelco, Inc, a wholly owned subsidiary of Quanta Services, an \$8 billion in annual sales firm that concentrates in power and energy transmission and repair across the USA.
- Potelco has a lease right to utilize our property until 7/31/2028. The "capitalized value of the lease payments", which is a primary determinant of property value in real estate, likely far exceeds your estimate of property value. Also, since our previous communication date with the site committee on March 13, 2019, both Potelco and us as landlords have made some significant capital expenditures to improve the property which would need to be calculated in a valuation.
- We would likely be at risk for significant legal costs should we be forced to terminate the current lease. Additionally, should Potelco attempt to terminate the lease due to uncertainty about remaining at our site we would also incur substantial legal costs and loss of our primary source of income, a significant factor in our financial position.
- Potelco utilizes this site as their primary south sound terminal for repair and construction activities. We were told our location provided them with strategic advantages in performing their contractual services to PSE.
- Donna and Greg Olson have been approached by numerous interested buyers since ownership and currently have an "offer to buy" awaiting our decision to accept should we choose to accept the current purchase offer. This buyer has verbally increased his offer by 12% since first made in writing and communicated to the site committee on March 13, 2019.
- As recent as mid-February 2021, it was communicated to Greg by two brokers from different firms that they had clients that would be interested in leasing our property, if available. It was stated that the characteristics of our property are becoming very scarce in the south sound. This is consistent with Greg's discovery during diligent review, since 2007, of the south sound properties with similar characteristics to ours, Greg has learned that the number of available parcels is dwindling, which has made our parcel considerably more desirable to possible tenants seeking such property characteristics: substantially all paved, fully fenced and secured, zoning compliant, approved and installed storm sewer system, proper installation of an oil/water separator utility, well maintained structure with excellent access to major freeways. It would be extremely difficult for us to locate and purchase a comparable property to what we have owned since 1988 and that provided the current rental income we receive.

- Additionally, we have been contacted in the last seven years by a developer for construction of a major hotel and a developer looking for a location for a mid to high level luxury condominium project. We enjoy one of the nicer views of Mt Rainier available in the Federal Way area. In our opinion a hotel or residential condo development would be a better future use for our property and consistent with the available retail businesses nearby.
- The companies which have utilized our property since 1989 have been a significant contributor to the economy of the City of Federal Way and the south sound.

Specific property characteristics:

- Our elevation is likely 40+ feet higher than Garagetown to the east; standing on our property it's easy to see over the roof of the Garagetown units. Btw, Garagetown units are ~60 individually owned units, not a "single owner" rental.
- Approximately 8-10' under the surface on our property we have struck extremely hard "glacial till soil" when installing our 12,000 gallon underground fuel tank (which remains on the site) and the Phase III test holes we have required of each prior tenant at the end of their lease term.
- The property is substantially paved with good quality asphalt, a fully operational and approved underground storm sewer system with associated catch basins. The property is fully fenced, contains a two story 6,400 sq ft, very well maintained office and shop structure. The fuel island and shop facility is connected to a maintained oil/water separator system before discharging into the sanitary sewer. All site systems and utilities were constructed under King Co, BALD guidelines as one of the final 17 developments in process when Federal Way became a city.

Surrounding properties:

- To the west of our property are located numerous single family homes, most of which are well maintained and of the lower price range for which are affordable for the current residents. It is very likely these residents would have a very difficult time securing alternate affordable housing. We believe these residences remain on septic however could be connected to sewer on 18th.
- To our north is the prior Trinity Broadcasting station tower, currently occupied by a religious organization/church. Also, to the north is the Insurepass/Intellipass office building which I believe is leased to various users.
- To our east is a location owned and utilized by Gene's Towing and the Garagetown complex with ~60 individual residential accessory property owners. It is my opinion these owners would find it very difficult to secure alternate facilities to what they currently own and in a similar proximity to their residences.
- To the south is the Walmart superstore and numerous retail and service businesses, locating a transit repair facility so close to those business seems to me to be an inconsistent use of our property and conflict with the goals of the City of Federal Way based upon our past discussions with city officials.

In conclusion I can be reached by email, phone or in person to discuss any of these, or additional issues as needed in the selection process.

Thank you,

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

| Greg Olson, Donna Olson, owners of 1910 and 1934 S 344th Street (Communication ID 471152) | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | <p>Potelco has a lease right to utilize our property until 7/31/2028. The “capitalized value of the lease payments”, which is a primary determinant of property value in real estate, likely far exceeds your estimate of property value. Also, since our previous communication date with the site committee on March 13, 2019, both Potelco and us as landlords have made some significant capital expenditures to improve the property which would need to be calculated in a valuation.</p> <p>-We would likely be at risk for significant legal costs should we be forced to terminate the current lease. Additionally, should Potelco attempt to terminate the lease due to uncertainty about remaining at our site we would also incur substantial legal costs and loss of our primary source of income, a significant factor in our financial position.</p> | <p>As described in Section 3.3, Acquisitions, Displacements, and Relocations of the 2023 Draft EIS and this Final EIS, as a public agency, Sound Transit must pay just compensation to property owners for land and improvements acquired for public purposes. Determination of just compensation is based on an independent appraisal and appraisal review and must not be less than the fair market value of the property acquired. Sound Transit would work with qualified commercial appraisers to consider all elements contributing to the real estate value of your property as well as any leasehold interests.</p> |
| 2 | <p>Surrounding properties:</p> <p>-To the west of our property are located numerous single family homes, most of which are well maintained and of the lower price range for which are affordable for the current residents. It is very likely these residents would have a very difficult time securing alternate affordable housing. We believe these residences remain on septic however could be connected to sewer on 18th.</p> <p>-To our north is the prior Trinity Broadcasting station tower, currently occupied by a religious organization/church. Also, to the north is the Insurepass/Intellipass office building which I believe is leased to various users.</p> <p>-To our east is a location owned and utilized by Gene's Towing and the Garagetown complex with ~60 individual residential accessory property owners. It is my opinion these owners would find it very difficult to secure alternate facilities to what they currently own and in a similar proximity to their residences.</p> <p>-To the south is the Walmart superstore and numerous retail and service businesses, locating a transit repair facility so close to those business seems to me to be an inconsistent use or our property and conflict with the goals of the City of Federal Way based upon our past discussions with city officials.</p> | <p>Section 3.3, Acquisitions, Displacements, and Relocations, and Appendix E, Environmental Justice, of the 2023 Draft EIS and this Final EIS, provide information on how Sound Transit would compensate and assist all displaced residents, property owners, and businesses, including those residents who rent or who require affordable housing, according to the Sound Transit Real Property Acquisitions and Relocation Policy, Procedures, and Guidelines and in accordance with state relocation and property acquisitions laws.</p> |

OMFS DEIS comments

Eric [REDACTED]

Fri 3/5/2021 1:27 PM

To:OMFSouthDEIS <OMFSouthDEIS@soundtransit.org>

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The Midway landfill is the best possible location for OMFS. The OMF, an industrial operations and maintenance facility benefiting the public would be the best possible use for this vacant, superfund designated public land. Who better to utilize and manage and steward the risks than an tax funded agency!? The minimal impact at midway landfill to the cities, businesses, residents, and environmental concerns compared to the other 2 alternatives justifies the increased cost of construction. Provided sound transit is better stewards of taxpayer dollars than their history demonstrates... there is no reason to negatively impact more people, up end more jobs, homes, lives, tax base, multiple roads and a church. All while having greater environmental impacts in disturbing riparian zones. Tax payers are already being bled dry, despite our votes for cheaper taxes, you argued eyeman duped us. Ironical since you duped us all into voting for the absurdly expensive program you consistently fail at keeping in budget... Pot...kettle... but, since you've managed to maintain the outrageous taxes on us despite our votes... The least you could do is eminent domain as few businesses and peoples homes as possible through this process. The skilled trade and support staff jobs being created by OMFS do not replace the jobs you will otherwise take from people. Your appraisal value offers are garbage compared to an actual fair market value people could make if they sold their homes or businesses fairly without threat of being eminent domain. Not to mention demolishing pillars of the local community. (Churches)

All options considered, all costs and benefits weighed, midway land fill needs to be selected as the best possible location for the OMFS. It is lowest overall impact and is the only option not requiring additional aerial main line extensions just to be put into service.

| Eric Callahan (Communication ID 471147) | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | The Midway landfill is the best possible location for OMFS. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | The minimal impact at midway landfill to the cities, businesses, residents, and environmental concerns compared to the other 2 alternatives justifies the increased cost of construction. Provided sound transit is better stewards of taxpayer dollars than their history demonstrates... there is no reason to negatively impact more people, up end more jobs, homes, lives, tax base, multiple roads and a church. All while having greater environmental impacts in disturbing riparian zones. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

(No subject)

John Thompson

Tue 3/9/2021 3:00 PM

To:OMFSouthDEIS <OMFSouthDEIS@soundtransit.org>

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Why not the huge empty and treeless
Property by I 5 and north
Of the empty Whehauser property
Sorry about the spelling

| John Thompson (Communication ID 471148) | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | Why not the huge empty and treeless Property by I 5 and north Of the empty Whehauser property | The property referred to is part of the former Weyerhaeuser campus. This property was evaluated during the OMF South alternatives evaluation process in 2019, and the site was ultimately not carried forward because of high schedule risk and operating estimates due to its location on the east side of I-5. More information can be found in the OMF South Alternatives Evaluation Technical Memorandum (https://www.soundtransit.org/sites/default/files/document/s/operations-and-maintenance-facility-south-alternatives-evaluation-technical-memorandum.pdf). |

Proposed Sound Transit Maintenance Facility (Kent and/or Federal Way)

Scott Candler

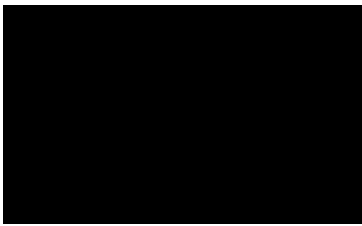
Tue 3/9/2021 4:04 PM

To:OMFSouthDEIS <OMFSouthDEIS@soundtransit.org>

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This project is looking for comments prior to April 19th.

selected for this project and if so, who are the lucky folks?



| Scott Candler Communication ID 471149) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | Has a design team been selected for this project and if so, who are the lucky folks? | A final design team has not yet been selected. Sound Transit plans to issue a request for proposals after publication of the Final EIS. |

Our recommended alternative choice

Michele Mendia-Gonzalez [REDACTED]

Tue 3/9/2021 7:11 PM

To: Email The Board <EmailTheBoard@soundtransit.org>; OMF South DEIS <OMFSouthDEIS@soundtransit.org>

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Greetings,

Thank you for the mailings asking for our feedback. We recommend to build the OMF South Train yard in the old landfill site.

Thank you!

Michele and Brian Mendia
[REDACTED]

| Brian Mendia, Michele Mendia Gonzalez (Communication ID 471150) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | We recommend to build the OMF South Train yard in the old landfill site. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Midway landfill option

Dale Menchhofer

Sat 3/13/2021 11:45 AM

To:OMFSouthDEIS <OMFSouthDEIS@soundtransit.org>

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The Midway Landfill option costs more than the other two options, and that is sufficient reason to be opposed to it. I want transit money to be spent on transit benefits, and any benefits of the Midway Landfill site do not benefit transit. With the budget so strained by the pandemic, we cannot afford to spend money unnecessarily. Although the other two options do require expending money to construct track further south, that has a transit benefit.

| Dale Menchhofer (Communication ID 471151) | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | The Midway Landfill option costs more than the other two options, and that is sufficient reason to be opposed to it. I want transit money to be spent on transit benefits, and any benefits of the Midway Landfill site do not benefit transit. With the budget so strained by the pandemic, we cannot afford to spend money unnecessarily. Although the other two options do require expending money to construct track further south, that has a transit benefit. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: KDub [REDACTED]
Sent: Friday, March 5, 2021 10:11 PM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: Concerning the OMF South & S 344th St Federal Way

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Members of the Sound Transit Board,

I have read the Draft EIS Statement for your OMF South facility.

Job impacts and tax base shifts are critically important to property owners and the City of Federal Way. Given the relatively small number of property owners (<100) in all three alternative sites, why was a potentially inaccurate estimating approach based on square footage of buildings used to estimate number of jobs impacted? Would not a simple and direct survey of the property owners yield higher quality data for counting actual on-premise employees? I respectfully submit that for the cost of postage stamps an unnecessary and critical ambiguity in the Draft EIS can be remedied.

With construction costs essentially the same for the two Federal Way alternatives, please don't rely on unnecessarily imprecise estimates for jobs impacted— especially when the actual job impact can be readily determined.

I also respectfully submit that treating GarageTown as a single entity in Draft EIS summary tables detracts from the fair and accurate comparison these tables are intended to provide. Please eliminate the use of footnotes in the Draft EIS that tend to bury the relative weight and interests of 60 distinct GarageTown property owners. Those 60 discrete property owners should be shown directly in the summary tables. Everyone of those owners uses their property for a residential garage or a business location. In assessing the magnitude of impacts to properties, the inclusion of GarageTown as a single property in the Draft EIS is inaccurate and misleading.

Unfortunately both of these two deficiencies in the Draft EIS work to underrepresent the true burden to S 344th site property owners and the community. Given the Draft EIS suggests the relocation options for Garage Town owners are extremely limited I encourage the Board to request a more complete comparison of all property ownership and actual job impacts across all three alternative sites.

Thank you.
Teresa Wagner

| Teresa Wagner (Communication ID 471153) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | Job impacts and tax base shifts are critically important to property owners and the City of Federal Way. Given the relatively small number of property owners (<100) in all three alternative sites, why was a potentially inaccurate estimating approach based on square footage of buildings used to estimate number of jobs impacted? Would not a simple and direct survey of the property owners yield higher quality data for counting actual on-premise employees? | The number of displaced employees is based on the business building size (taken from King County Department of Assessment data) and the type of business activity using square-foot-per-employee factors from the U.S. Department of Energy and the Institute for Transportation Engineers. While not on an actual survey of businesses, it allows an equal comparison between alternatives. This methodology is consistent with environmental review being conducted for other current Sound Transit projects. |
| 2 | I also respectfully submit that treating GarageTown as a single entity in Draft EIS summary tables detracts from the fair and accurate comparison these tables are intended to provide. Please eliminate the use of footnotes in the Draft EIS that tend to bury the relative weight and interests of 60 distinct GarageTown property owners. Those 60 discrete property wners should be shown directly in the summary tables. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: Kurt Wagner [REDACTED]
Sent: Friday, March 5, 2021 10:12 PM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: Concerning the OMF South & S 344th St Federal Way

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Members of the Sound Transit Board,

I have read the Draft EIS Statement for your OMF South facility.

Job impacts and tax base shifts are critically important to property owners and the City of Federal Way. Given the relatively small number of property owners (<100) in all three alternative sites, why was a potentially inaccurate estimating approach based on square footage of buildings used to estimate number of jobs impacted? Would not a simple and direct survey of the property owners yield higher quality data for counting actual on-premise employees? I respectfully submit that for the cost of postage stamps an unnecessary and critical ambiguity in the Draft EIS can be remedied.

With construction costs essentially the same for the two Federal Way alternatives, please don't rely on unnecessarily imprecise estimates for jobs impacted— especially when the actual job impact can be readily determined.

I also respectfully submit that treating GarageTown as a single entity in Draft EIS summary tables detracts from the fair and accurate comparison these tables are intended to provide. Please eliminate the use of footnotes in the Draft EIS that tend to bury the relative weight and interests of 60 distinct GarageTown property owners. Those 60 discrete property owners should be shown directly in the summary tables. Everyone of those owners uses their property for a residential garage or a business location. In assessing the magnitude of impacts to properties, the inclusion of GarageTown as a single property in the Draft EIS is inaccurate and misleading.

Unfortunately both of these two deficiencies in the Draft EIS work to underrepresent the true burden to S 344th site property owners and the community. Given the Draft EIS suggests the relocation options for Garage Town owners are extremely limited I encourage the Board to request a more complete comparison of all property ownership and actual job impacts across all three alternative sites.

Thank you.
Cole Wagner

| Cole Wagner (Communication ID 471154) | | |
|---------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | Job impacts and tax base shifts are critically important to property owners and the City of Federal Way. Given the relatively small number of property owners (<100) in all three alternative sites, why was a potentially inaccurate estimating approach based on square footage of buildings used to estimate number of jobs impacted? Would not a simple and direct survey of the property owners yield higher quality data for counting actual on-premise employees? | The number of displaced employees is based on the business building size (taken from King County Department of Assessment data) and the type of business activity using square-foot-per-employee factors from the U.S. Department of Energy and the Institute for Transportation Engineers. While not on an actual survey of businesses, it allows an equal comparison between alternatives. This methodology is consistent with environmental review being conducted for other current Sound Transit projects. |
| 2 | I also respectfully submit that treating GarageTown as a single entity in Draft EIS summary tables detracts from the fair and accurate comparison these tables are intended to provide. Please eliminate the use of footnotes in the Draft EIS that tend to bury the relative weight and interests of 60 distinct GarageTown property owners. Those 60 discrete property owners should be shown directly in the summary tables. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: Tony Tony Tony [REDACTED]
Sent: Tuesday, March 9, 2021 2:50 PM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: OMF South Site

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To Whom it May Concern,

The Midway Landfill site is the ONLY one that makes sense.

Please do not use any other site!!!

The other two choices destroy jobs, homes, and make no sense.

Please, use the Midway Landfill site.

This will be the best choice for all of us.

Thank you,

Concerned Citizen/Taxpayer

| Tony (Communication ID 471157) | | |
|--------------------------------|---|--|
| Comment ID | Comment Text | Response |
| 1 | <p>The Midway Landfill site is the ONLY one that makes sense.</p> <p>Please do not use any other site!!!</p> <p>The other two choices destroy jobs, homes, and make no sense.</p> | <p>Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> |

From: steven Lander [REDACTED]
Sent: Monday, March 8, 2021 8:58 PM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: Placement of repair/storage south facility

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Regarding the placement of the south repair/storage facility:
Please place it at the Midway landfill site.
There is currently work being done near there now and you should be able to start coordination with it. If you do not use it, then the site will sit empty and unused. It's the most logical place. Further the mis-placement and degradation of the other areas you propose are a detriment to the area.

thank you,
S

The poor decisions in your past, and you supposedly being deceived are not forgotten

| Steven Lander (Communication ID 471164) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | Please place it at the Midway landfill site. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: LINDA SIMS [REDACTED]
Sent: Tuesday, March 16, 2021 11:21 AM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: choice of location

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I am a big supporter of public transportation and of Sound Transit's efforts to provide this service to the Puget Sound Area. I live in Federal Way, WA, and I am excited to see the changes in progress.

I have received information about the upcoming choices of location for the South train yard, and I am writing to submit my opinion on this. Of the three choices outlined in the information from Protect Federal Way, I would strongly choose the Midway Landfill location. The other two choices (S. 344th St. and S. 336th St.) are very close to my home and other homes which would be impacted by the noise. Facilities like this should not be near to homes, schools, offices, green spaces, streams and lakes, due to noise and industrial pollution. I would hope that the clearing of homes, business and churches would render those choices off limits. I urge you to choose the Midway Landfill location for these reasons.

Thank you kindly,
Linda Sims

| Linda Sims (Communication ID 471304) | | |
|--------------------------------------|---|---|
| Comment ID | Comment Text | Response |
| 1 | Of the three choices outlined in the information from Protect Federal Way, I would strongly choose the Midway Landfill location. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | The other two choices (S. 344th St. and S. 336th St.) are very close to my home and other homes which would be impacted by the noise. Facilities like this should not be near to homes, schools, offices, green spaces, streams and lakes, due to noise and industrial pollution. | <p>Section 3.9, Noise and Vibration, and Appendix G2, Noise and Vibration Technical Report, of the 2023 Draft EIS and this Final EIS describe the noise assessment Sound Transit conducted for OMF South project alternatives following FTA's Transit Noise and Vibration Impact Assessment Manual (2018). Based on the current design, operation of the OMF site would not cause noise impacts. Operation of the mainline track to the South 336th Street and South 344th Street alternatives would result in noise impacts to some single-family residences, depending on the track design option. However, all noise impacts would be mitigated.</p> <p>During final design, all impacts would be reevaluated to verify impact levels and inform the mitigation design. The operation of OMF South would follow all regulations concerning the proper use and disposal of hazardous materials. No industrial pollution would be generated.</p> |
| 3 | I would hope that the clearing of homes, business and churches would render those choices off limits. I urge you to choose the Midway Landfill location for these reasons. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: Diana Haines [REDACTED]
Sent: Thursday, March 11, 2021 3:46 PM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: Concerning the OMF South & S 344th St Federal Way

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Members of the Sound Transit Board,

I have read the Draft EIS Statement for your OMF South facility. Based on your research, selecting the S 344th Street site would eliminate over 248 jobs from the community, evict 3 churches, level more than 67 affordable homes, and erase 12 small businesses and the last industrial blue-collar jobs in Federal Way. Our community cannot afford to lose this neighborhood.

Please consider the other sites instead of this one. This is an easy choice, backed up by your data, that I expect you to make to benefit our community.

Thank you.

It should be the old dumpsite. Best pick for environment and the life of Federal Way

| Diana Haines (Communications ID 471306) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | It should be the old dumpsite. Best pick for environment and the life of Federal Way | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: Derick Cardenas [REDACTED]
Sent: Wednesday, March 17, 2021 11:20 AM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: RE:Midway Landfill

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Dear Sound Transit Board,
Many of us would like to see a light rail go to Federal Way. However, land is very scarce in this area. Wouldn't it make a lot more sense to use an old landfill instead of destroying churches, neighborhoods, and small businesses?
Please use some common sense. And please do not speak to me of costs and funding. Your arguments would just sound hypocritical.
Most Sincerely,
Frederick Daniel Cardenas

| Frederick Cardenas (Communications ID 471611) | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | Many of us would like to see a light rail go to Federal Way. However, land is very scarce in this area. Wouldn't it make a lot more sense to use an old landfill instead of destroying churches, neighborhoods, and small businesses? | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: Jutta [REDACTED]
Sent: Wednesday, March 17, 2021 7:09 PM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: OMF South Train

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Hello,

Please do not build a OMF South Train in my backyard. I live in Federal Way. Please use the Midway Landfill instead. We already have a lot changing due to the light rail being brought to Federal in 2022. Please follow the option that does not destroy houses or jobs(i.e. 334th nor 336th). Instead use Midway Landfill option.

Thank you,
-J. Josionek

| Jutta Josionek (Communications ID 471613) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | Please do not build a OMF South Train in my backyard. I live in Federal Way. Please use the Midway Landfill instead. We already have a lot changing due to the light rail being brought to Federal in 2022. Please follow the option that does not destroy houses or jobs(i.e. 334th nor 336th). | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: Steve Wilson [REDACTED]
Sent: Friday, March 19, 2021 6:54 AM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: Concerning the OMF South & S 344th St Federal Way

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Members of the Sound Transit Board,

I wish to register my objection as a citizen to including the S 344th St site in Federal Way as a consideration for your OMF South facility. Selecting this site would eliminate over 250 jobs from the community, evict several small churches, level a neighborhood of affordable homes, and erase the last industrial blue-collar jobs in Federal Way. Our community cannot afford to lose this neighborhood.

Please consider the landfill site instead of this one. I looking forward to light rail service in Federal Way and trust you to make the right decision for our community.

Thank you.

Sent from [Mail](#) for Windows 10

| Steve Wilson (Communications ID 471620) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | I wish to register my objection as a citizen to including the S 344th St site in Federal Way as a consideration for your OMF South facility. Selecting this site would eliminate over 250 jobs from the community, evict several small churches, level a neighborhood of affordable homes, and erase the last industrial blue-collar jobs in Federal Way. Our community cannot afford to lose this neighborhood. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | Please consider the landfill site instead of this one. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: [REDACTED]
Sent: Friday, March 19, 2021 10:56 AM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: OMF South

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I say go with the 336th site.

| Anonymous (Communications ID 471621) | | |
|--------------------------------------|-------------------------------|---|
| Comment ID | Comment Text | Response |
| 1 | I say go with the 336th site. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: CenturyLink Customer [REDACTED]
Sent: Monday, March 22, 2021 12:10 PM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: Midway landfill

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Dear Board members of the Sound Transit

When it comes to picking a site for the maintenance center i would consider the Midway landfill I know the cost would be greater, but the transit maintenance center would be considered an industrial site with a rail yard and maintenance buildings. This site would fit in with current business that currently surround that area. It is a site that would displaced less current established businesses. The longer we wait on doing something with this landfill property the more expensive it will be.

Thank You
Jack & Julie Sharlock

| Jack Sharlock, Julie Sharlock (Communications ID 471626) | | |
|--|---|--|
| Comment ID | Comment Text | Response |
| 1 | <p>When it comes to picking a site for the maintenance center I would consider the Midway landfill I know the cost would be greater, but the transit maintenance center would be considered an industrial site with a rail yard and maintenance buildings. This site would fit in with current business that currently surround that area. It is a site that would displaced less current established businesses.</p> <p>The longer we wait on doing something with this landfill property the more expensive it will be.</p> | <p>Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> |

From: Darren McDonald [REDACTED]
Sent: Tuesday, March 23, 2021 11:39 AM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: Concerning the OMF South & S 344th St Federal Way

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Members of the Sound Transit Board,

I have read the Draft EIS Statement for your OMF South facility. Based on your research, selecting the S 344th Street site would eliminate over 248 jobs from the community, evict 3 churches, level more than 67 affordable homes, and erase 12 small businesses and the last industrial blue-collar jobs in Federal Way. Our community cannot afford to lose this neighborhood.

Please consider the other sites instead of this one. This is an easy choice, backed up by your data, that I expect you to make to benefit our community.

Turning the Midway Landfill into a useful piece of land again would be a win for everyone involved.

Thank you.

Darren McDonald

| Darren McDonald (Communications ID 471629) | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 1 | Turning the Midway Landfill into a useful piece of land again would be a win for everyone involved. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: Ken Broyles [REDACTED]
Sent: Wednesday, March 24, 2021 8:23 AM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: OMF South

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I have walked around site 10A talking to businesses & home owners. Some of the businesses have been there for many years & are family owned. A lot of the homes within site 10A have been there for many years. It's also this is the only industrial site the Federal Way has. Elleno's has a huge business within site 10A that has put millions of dollars into it with improvements. They have many employees working there making the worlds best yogurt. I'm an owner within site 10A that Sound Transit is considering for the OMF facility. I'm one of the owners at GarageTown which is an extension of my home. GarageTown is not just another storage facility. I have spent a lot of time & money with improvements in my garage over the years. It is and has been a place where my Grandkids have learned to work on projects and old cars that I own. They always love to come to Grandpa's garage & learn how to work on projects. Sense schools have no classes to teach them wood working, metal shop & automobile mechanics like they had when I grew up. This is teaching them and getting them ready for life after high school or college. There are 67 garages within GarageTown with 57 owners. Within GarageTown there are some businesses that have

employees. If Tacoma can make the Asarco site on the waterfront in to a beautiful and functional place, why can't Sound Transit do the same with the Midway landfill site. Building the OMF site at the Midway landfill would have the least amount of heartbreak for all the citizens in Federal Way. Thank you for your time, Ken Broyles

| Ken Broyles (Communications ID 471733) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | A lot of the homes within site 10A have been there for many years. It's also this is the only industrial site the Federal Way has. Ellenos has a huge business within site 10A that has put millions of dollars into it with improvements. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | There are 67 garages within GarageTown with 57 owners. Within GarageTown there are some businesses that have employees. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 3 | If Tacoma can make the Asarco site on the waterfront in to a beautiful and functional place, why can't Sound Transit do the same with the Midway landfill site. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: Rod Smith [REDACTED]
Sent: Tuesday, March 16, 2021 2:49 PM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: Re: Concerning the OMF South & S 344th St Federal Way

I'm not voting for S 344. I did not find where I could pick a location. I would have voted for Midway Landfill

Rod Smith

| Rod Smith (Communications ID 471789) | | |
|--------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | I would have voted for Midway Landfill | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: CenturyLink Customer

To: Email The Board

Sent: Sunday, March 21, 2021 10:53 AM

Subject: OMF South train yard

Hello,

WHY would you choose to displace small businesses, destroy 14 homes (when there are not enough affordable home right now), and take away jobs from people who need them?

Can you think beyond profit and ease of your jobs?

Put the train yard on the landfill site where no one lives and no businesses are operating!!

Vickie Price

Federal Way

| Vicky Price (Communications ID 471791) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | WHY would you choose to displace small businesses, destroy 14 homes (when there are not enough affordable home right now), and take away jobs from people who need them? | Please see the responses to Common Comments 1 and 2 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | Put the train yard on the landfill site where no one lives and no businesses are operating!! | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: Vince, Tamara [REDACTED]
Sent: Tuesday, March 23, 2021 6:36 PM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: Concerning the OMF South & S 344th St Federal Way

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Members of the Sound Transit Board,

I have read the Draft EIS Statement for your OMF South facility. Based on your research, selecting the S 344th Street site would eliminate over 248 jobs from the community, evict 3 churches, level more than 67 affordable homes, and erase 12 small businesses and the last industrial blue-collar jobs in Federal Way. Our community cannot afford to lose this neighborhood.

Please consider the other sites instead of this one. This is an easy choice, backed up by your data, that I expect you to make to benefit our community.

Use the Midway landfill space!!

Thank you.

Sent from my iPhone

| Tamara Vince (Communications ID 471796) | | |
|---|---|--|
| Comment ID | Comment Text | Response |
| 1 | <p>I have read the Draft EIS Statement for your OMF South facility. Based on your research, selecting the S 344th Street site would eliminate over 248 jobs from the community, evict 3 churches, level more than 67 affordable homes, and erase 12 small businesses and the last industrial blue-collar jobs in Federal Way. Our community cannot afford to lose this neighborhood.</p> <p>Use the Midway landfill space!!</p> | <p>Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> |

From: Lois Kutscha [REDACTED]
Sent: Wednesday, March 24, 2021 8:43 PM
To: OMFSouthDEIS <OMFSouthDEIS@soundtransit.org>
Subject: Site for Maintenance Facility

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Thank you! ST Information Security

We prefer the Midway site for the Maintenance Facility. The area is already a commercial area compared to the Federal Way sites. Thank you for asking for public input.

Norm and Lois Kutscha
[REDACTED]

| Lois Kutscha, Norm Kutscha (Communications ID 471844) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | We prefer the Midway site for the Maintenance Facility. The area is already a commercial area compared to the Federal Way sites. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: JAMES HENNESSEY [REDACTED]
Sent: Sunday, March 28, 2021 12:16 PM
To: OMFSouthDEIS <OMFSouthDEIS@soundtransit.org>
Subject: Belmore Park

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Thank you! ST Information Security

Good afternoon, my name is James Hennessey, my wife and I are residents in Belmor Park, Federal Way. Myself and all the residents of Belmore are very concerned that you will be displacing hundreds of Senior Citizens that are on fixed income. Many of us purchased brand new homes within the past 4 years, without the Park EVER disclosing that it was a strong possibility that Sound Transit would be coming through the park. Reviewing the map of the potential routes from Federal Way to Tacoma, Sound Transit could go around the park without impacting the residents and avoid relocating us. YES, you might have to slow down a bit and lose 2-3 seconds of time, i don't think that's going to impact riders. My question is this, has your office taken into consideration that the residents of Belmor are senior citizens on a fixed income. Where are we going to move to that's affordable? And what about myself and others that just purchased a brand-new home that still has a mortgage? I'm sure there's been a lot of discussion with the owners, The Hynes Group in regards to Sound Transits intentions and plans, unfortunately, the residents of Belmor have had very limited communication from them, in fact we haven't had any updates or communication with them or Management since 2019. On behalf of the residents of Belmor Park, please reconsider coming through our park and find an alternate that wilol not displace us senior citizens.

Thank you,

James & Kathi Hennessey

| James Hennessey, Kathi Hennessey (Communications ID 471982) | | |
|---|---|--|
| Comment ID | Comment Text | Response |
| 1 | My question is this, has your office taken into consideration that the residents of Belmor are senior citizens on a fixed income. Where are we going to move to that's affordable? | Please see the response to Common Comment 2 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | Reviewing the map of the potential routes from Federal Way to Tacoma, Sound Transit could go around the park without impacting the residents and avoid relocating us. YES, you might have to slow down a bit and lose 2-3 seconds of time, i don't think that's going to impact riders. | The alignments of the mainline from the Federal Way Downtown Station to the Preferred and South 344th Street alternatives were identified through early scoping, scoping, and alternatives development processes that included Tribal, agency, and public input for TDLE. Please see Section 2.3, Alternative Development and Scoping, in the Final EIS. All the alternative alignments for the mainline cross through Belmor. The mainline alignments were identified by the need to connect to the end of FWLE, north of Belmor, and had to take into account construction constraints around exiting infrastructure, roadways, and development. |

Sent: Sunday, March 28, 2021 2:46 PM
To: OMFSouthDEIS <OMFSouthDEIS@soundtransit.org>
Subject: OMF South Draft EIS

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Of the proposed alternatives set forth in the Draft EIS, it is clear that the best alternative is:

Midway Landfill - Full Excavation

It has the least negative impact to homes, businesses, jobs, wetlands, and streams. It also has significant benefits in returning a currently unused site from a community liability into a useful asset.

Construction costs and duration can be accommodated in the overall plan, particularly in light of project realignment currently under consideration. The Midway Landfill site has no risk of increasing real estate prices, and the construction timeframe can be mitigated by both an early start and adjusting the completion date to align with a delayed requirement for service on the southern line extensions.

I strongly encourage you to choose the Midway Landfill - Full Excavation alternative as the Preferred Alternative.

Sincerely,
Edward C. Miller
Federal Way property owner

From: Edward Miller [REDACTED]
Sent: Sunday, March 28, 2021 3:02 PM
To: OMFSouthDEIS <OMFSouthDEIS@soundtransit.org>
Subject: OMF South Draft EIS

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Of the proposed alternatives set forth in the Draft EIS, it is clear that the WORST alternative is:

South 344th Street

It has the strongest negative impact to homes, businesses, and jobs. Of particular concern is the elimination of a large number of residences and businesses that would be destroyed, including the loss of the Ellenos Yogurt manufacturing facility that is located within the boundary of this alternative.

The other proposed alternatives are clearly better choices. I strongly encourage you to recommend AGAINST choosing the South 344th Street alternative as the Preferred Alternative.

Sincerely,
Edward C. Miller

| Edward Miller (Communications ID 471983 and 471984) | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | Construction costs and duration can be accommodated in the overall plan, particularly in light of project realignment currently under consideration. The Midway Landfill site has no risk of increasing real estate prices, and the construction timeframe can be mitigated by both an early start and adjusting the completion date to align with a delayed requirement for service on the southern line extensions. | Please see response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. While changes have been made to the implementation schedule of Sound Transit 3, an OMF in the southern portion of the Link light rail service area is still needed to be operational by 2030. Construction of the Midway Landfill Alternative would not meet that schedule. |
| 2 | Of the proposed alternatives set forth in the Draft EIS, it is clear that the WORST alternative is: South 344th Street | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 3 | It has the strongest negative impact to homes, businesses, and jobs. Of particular concern is the elimination of a large number of residences and businesses that would be destroyed, including the loss of the Ellenos Yogurt manufacturing facility that is located within the boundary of this alternative. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

To: Sound Transit Board:

Kent Keel

Joe McDermott

Dow Constantine

Robert Millar

Paul Roberts

Kim Roscoe

Nancy Backus

Nicola Smith

David Baker

Dave Somers

Claudia Balducci

Dave Upthegrove

Bruce Dammeir

Peter Van Reichbauer

Jenny A Durkan

Hussian Rehmat

Debora Juzrez

Victoria Woodards

Subject: OMF South Best Option

Hello,

Let me identify myself. I am Patricia Pugnetti. I was born and raised in Tacoma. After my marriage in 1973, my husband and I moved to the Federal Way area.

Therefore, I call myself a native of the area. I can remember when there was discussion of what to do with the Midway landfill area after it closed. It was known that the landfill would not be available for any type of

normal usage for a period of time because of gas venting and such.

To consider already developed sites containing business, churches, residences, and natural habitat for the OMF site is a counterproductive use of King County land. Public input in prior rounds of comments overwhelmingly supported using the Midway landfill site as the Prime Spot for this OMF facility. At this point that should be loud and clear to Sound Transit.

EPA's Timeline.

| Milestone | Date(s) |
|---|------------------|
| Initial Assessment Completed | 01/01/1983 |
| Proposed to the National Priorities List | 10/15/1984 |
| Finalized on the National Priorities List | 06/10/1986 |
| Remedial Investigation Started | 03/28/1985 |
| Final Remedy Selected | 09/06/2000 |
| Remedial Action Started | Not Yet Achieved |
| Construction Completed | 09/21/2000 |
| Deleted from National Priorities List | Not Yet Achieved |
| Most Recent Five-Year Review | 08/28/2020 |

Now, the time is at hand and the EPA's timeline shows that remediation on the Midway site is completed (see above) and the next step is to remove it from the national priorities list just in time to be used for the OMF project.

Regarding Midway site:

- >> Public prefers using this site. Building at this location is done with consent of the governed.
- >> Business (jobs), churches, residences and natural habitat are not impacted.
- >> Does not remove land availability from commercial/private use in an ever more densely populated South King County. Therefore, is a better long-term stewardship of our finite land.
- >> Places OMF immediately next to tracks already under construction. Supports maintenance despite possible realignment and funding issues delaying expansion beyond Federal Way. Earlier start date possible.
- >> Creates more south end jobs by not displacing those currently situated on Alternative Federal Way locations.

>> Cost delta between Midway and other projects is dwarfed compared to TDLE, Ballard, Everett, and Kirkland-Issaquah links costs.

Regarding South 344th Street site:

>> Business (jobs), churches, residences, natural habitat are impacted.

>> Ellenos Yogurt factory has approximately 150 employees, multi-millions of dollars in equipment and special licensing. Is the only industrial business in Federal Way.

>> Garage Town a community of 67 individually owned units (same as owning a condominium unit). Has modern substantial buildings including a clubhouse. They are used as extensions of households and to support businesses. Only facility of its kind in King County.

>> Supports a broadcasting tower. Radio towers have certain land-configuration needs which must be addressed and special licensing.

>> This site is a hill with businesses and residences on all sides. Is not near level like other two sites.

>> Loss of existing family homes.

>> Loss of tax revenue for City of Federal Way and King County.

>> The City of Federal Way has written to Sound Transit of their complete disapproval of any further acquisition of properties in their city. Loss of a portion of downtown retail acreage for rail station is plenty. Another municipality (Kent) would like to accommodate the OMF. Neither of the two Federal Way alternatives should be considered for use.

>> Loss of approximately 250 jobs. (EIS needs to be updated to reflect the true facts on job losses,)

Open your eyes Sound Transit, the best land choice for the OMF is the Midway Landfill area. You are going to have a lot of unhappy voters out there if you choose otherwise.

Patricia Pugnetti

[REDACTED]
[REDACTED]
[REDACTED]

| Patricia Pugnetti (Communications ID 472033) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | <p>To consider already developed sites containing business, churches, residences, and natural habitat for the OMF site is a counterproductive use of King County land. Public input in prior rounds of comments overwhelmingly supported using the Midway landfill site as the Prime Spot for this OMF facility.</p> <p>Now, the time is at hand and the EPA's timeline shows that remediation on the Midway site is completed (see above) and the next step is to remove it from the national priorities list just in time to be used for the OMF project.</p> | <p>Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. The Midway Landfill is still classified as a high-risk hazardous materials site because it contains contaminated refuse. The remedy for the site includes a cap over the landfill to prevent stormwater from interacting with the refuse and contaminating groundwater below. Please see Final EIS Section 3.13, Hazardous Materials, for more detail.</p> |
| 2 | <p>Regarding Midway site: Public prefers using this site. Building at this location is done with consent of the governed. Business (jobs), churches, residences and natural habitat are not impacted. Does not remove land availability from commercial/private use in an ever more densely populated South King County. Therefore, is a better long-term stewardship of our finite land. Places OMF immediately next to tracks already under construction. Supports maintenance despite possible realignment and funding issues delaying expansion beyond Federal Way. Earlier start date possible. Creates more south end jobs by not displacing those currently situated on Alternative Federal Way locations. Cost delta between Midway and other projects is dwarfed compared to TDLE, Ballard, Everett, and Kirkland-Issaquah links costs.</p> | <p>Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> |

| Patricia Pugnetti (Communications ID 472033) | | |
|--|---|--|
| Comment ID | Comment Text | Response |
| 3 | <p>Regarding South 344th Street site: Business (jobs), churches, residences, natural habitat are impacted. Ellenos Yogurt factory has approximately 150 employees, multi-millions of dollars in equipment and special licensing. Is the only industrial business in Federal Way. Garage Town a community of 67 individually owned units (same as owning a condominium unit). Has modern substantial buildings including a clubhouse. They are used as extensions of households and to support businesses. Only facility of its kind in King County. Supports a broadcasting tower. Radio towers have certain land-configuration needs which must be addressed and special licensing. This site is a hill with businesses and residences on all sides. Is not near level like other two sites. Loss of existing family homes. Loss of tax revenue for City of Federal Way and King County. The City of Federal Way has written to Sound Transit of their complete disapproval of any further acquisition of properties in their city. Loss of a portion of downtown retail acreage for rail station is plenty. Another municipality (Kent) would like to accommodate the OMF. Neither of the two Federal Way alternatives should be considered for use. Loss of approximately 250 jobs. (EIS needs to be updated to reflect the true facts on job losses.)</p> | <p>Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> |

From: Greg Greenstreet [REDACTED]
Sent: Tuesday, March 30, 2021 1:44 PM
To: OMF South <OMFsouth@soundtransit.org>
Cc: Ramachandra, Sagar <sagar.ramachandra@soundtransit.org>
Subject: Re: Noise impacts at the OMF South

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Thank you! ST Information Security

Hello Sidney,

Thank you for the thorough response. I believe the Midway Landfill would be the best location for the O&M facility based on this clarification information. The area there with the college, light rail station, new business establishments and additional multiuse 5-story buildings is a terrific foundation of a small land use planned village. The O&M facility is the smart way to deal with the landfill for now and the future. There are very few opportunities to correct a past mistake correctly.

Best regards,
Greg

| Greg Greenstreet (Communications ID 472034) | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | I believe the Midway Landfill would be the best location for the O&M facility based on this clarification information. The area there with the college, light rail station, new business establishments and additional multiuse 5-story buildings is a terrific foundation of a small land use planned village. The O&M facility is the smart way to deal with the landfill for now and the future. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: [REDACTED]
Sent: Thursday, March 25, 2021 10:21 AM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: OMF South

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Dear Board Members,

We have read the EIS for the OMF South and urge you to eliminate the So. 344th site from the list of potential sites. Per your data, and an easy drive around the neighborhood, the So. 344th site is a very valuable addition to the Federal Way community as it contains a large number and variety of affordable housing units and is home to more than 200 jobs. As everyone is aware, after this exceptionally difficult year, housing and jobs are the top priority for any community. And affordable housing in the Puget Sound area is becoming increasingly difficult to obtain. Protecting jobs which add to the community, protecting affordable housing, and maintaining a tax base for the city are all factors which make choosing a different site for the OMF a straightforward choice.

Thank you for considering this input, and, please direct your focus to one of the other two sites. Federal Way and its citizens need this neighborhood intact for housing and jobs.

Bjorne and Christine Hansen
Tacoma, Washington
[REDACTED]

| Bjorn Hansen (Communication ID 472037) | | |
|--|---|--|
| Comment ID | Comment Text | Response |
| 1 | <p>We have read the EIS for the OMF South and urge you to eliminate the So. 344th site from the list of potential sites.</p> <p>Per your data, and an easy drive around the neighborhood, the So. 344th site is a very valuable addition to the Federal Way community as it contains a large number and variety of affordable housing units and is home to more than 200 jobs. As everyone is aware, after this exceptionally difficult year, housing and jobs are the top priority for any community. And affordable housing in the Puget Sound area is becoming increasingly difficult to obtain. Protecting jobs which add to the community, protecting affordable housing, and maintaining a tax base for the city are all factors which make choosing a different site for the OMF a straightforward choice.</p> | <p>Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> |

From: [REDACTED]
Sent: Wednesday, March 31, 2021 1:15 PM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: South train yard

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To whom it may concern,
I believe the Midway landfill is the best place to put the South train yard. It just makes sense.
Thank you for your time,
Darla Magnuson

Sent from my T-Mobile 4G LTE Device

| Darla Magnuson (Communications ID 472223) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | I believe the Midway landfill is the best place to put the South train yard. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: Mary Van Horn [REDACTED]
Sent: Wednesday, March 31, 2021 8:49 PM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: OMF South Train Yard

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Please choose the Midway Landfill site for the OMF South Train Yard. Please respect and protect Federal Way residents, businesses and places of worship.

Thank you in advance for making a sensible decision to locate the OMF South Train Yard on the Midway Landfill site.

Mary Van Horn
Federal Way Resident

| Mary Von Horn (Communications ID 472224) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | Please choose the Midway Landfill site for the OMF South Train Yard. Please respect and protect Federal Way residents, businesses and places of worship. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472286

OMF South DEIS OOH Comment 1

03/05/2021

The landfill location is preferred. 2. Do not ask taxpayers for more money. 3. Meet all transit commitments. 4. Meet all deadlines. 5. Collect fares and enforce payment.

| Anonymous (Communications ID 472286) | | |
|--------------------------------------|-------------------------------------|---|
| Comment ID | Comment Text | Response |
| 1 | The landfill location is preferred. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472287

OMF South DEIS OOH Comment 2

03/05/2021

Environmental impacts, cost, and timeline are most important to me. Since Midway would be so much more expensive and take longer to build, and because building on a landfill has SO MUCH uncertainty (meaning increased cost), I'm inclined to support choosing one of the Federal Way options. Ideally, much of the construction cost savings would be used for substantial environmental mitigation, such as nearby wetland restoration projects and tree planting. However, I'll admit I don't have much information about the residential and business displacement. From an equity standpoint, I'd be curious who would be displaced and if this displacement would be perpetuating any historic harm against low-income communities or communities of color. Thanks for this informative online open house - I appreciate the use of clear graphics to demonstrate relative quantitative impacts.

Anonymous (Communications ID 472287)

| Anonymous (Communications ID 472287) | | |
|--------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | Since Midway would be so much more expensive and take longer to build, and because building on a landfill has SO MUCH uncertainty (meaning increased cost), I'm inclined to support choosing one of the Federal Way options. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | Ideally, much of the construction cost savings would be used for substantial environmental mitigation, such as nearby wetland restoration projects and tree planting. | As described in Chapter 2 of the 2023 Draft EIS and this Final EIS, Sound Transit's Environmental Policy states that the agency will satisfy all applicable laws and regulations and mitigate environmental impacts consistent with Sound Transit's policies, as well as strive to exceed compliance, restore the environment, avoid environmental degradation, prevent pollution, and conserve resources. The construction cost estimates in Chapter 2 include environmental mitigation costs. |
| 3 | From an equity standpoint, I'd be curious who would be displaced and if this displacement would be perpetuating any historic harm against low-income communities or communities of color. | Sound Transit conducted an environmental justice analysis, which is available in Appendix E, Environmental Justice Assessment, of the Final EIS. Table E.5-1 summarizes potential impacts to environmental justice populations and associated mitigation. |

Communication ID: 472288

OMF South DEIS OOH Comment 3

03/05/2021

The report has a lot of good information. However, I believe the Christian Faith Center site should be removed from the 3 selections. This is a house of worship for many as well as a school. Including the 3rd site that also affects Christian Faith Center areas and surrounding business and residences I don't believe is ideal. The noise at these areas would not benefit the community. While the Kent site offers a better surrounding area, the environmental requirements to prepare this site would be costly. However, considering the neighborhoods for the other 2 sites and the disruptions to those area, I believe the Kent site is still the best option.

| Anonymous (Communications ID 472288) | | |
|--------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | However, I believe the Christian Faith Center site should be removed from the 3 selections. This is a house of worship for many as well as a school. Including the 3rd site that also affects Christian Faith Center areas and surrounding business and residences I don't believe is ideal. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | The noise at these areas would not benefit the community. | <p>Sound Transit conducted a noise assessment of the OMF South project alternatives following FTA and Sound Transit policies and practices. Based on the current design, operation of the OMF South site would not have noise impacts. Operation of the mainline track to the Preferred and South 344th Street alternatives could result in noise impacts to some single-family residences, depending on the track design option, which would be fully mitigated. Modification of the existing berm and noise walls adjacent to I-5 would result in traffic noise impacts at about one to three residences in Belmor. Sound Transit would provide traffic noise mitigation measures where traffic noise levels are predicted to be above the 2042 No-Build levels from removal of the existing berm and noise wall.</p> <p>A construction management plan would be developed during the design phase of the project detailing BMPs to minimize potential construction noise impacts on local businesses and residents. See Section 3.9, Noise and Vibration, and Appendix G2, Noise and Vibration Technical Report, of the Final EIS for more detail.</p> |
| 3 | While the Kent site offers a better surrounding area, the environmental requirements to prepare this site would be costly. However, considering the neighborhoods for the other 2 sites and the disruptions to those area, I believe the Kent site is still the best option. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472289

OMF South DEIS OOH Comment 4

03/05/2021

I firmly believe this is your best available option. Your impact on the community will be substantial in other areas. The landfill makes the most sense even if it costs extra in engineering. It's land that's already vacant and next to I5. Put the tax payers money to good use and don't wipe out churches and established companies. I have spoken to several members of the community and the other sites have streams and wetlands. Local tribal council needs these areas respected. We only get on earth and our environmental impact is very important. What happens when you sell that same land at the landfill 10 years later to developers. The community will feel cheated.

| Anonymous (Communications ID 472289) | | |
|--------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | I firmly believe this is your best available option. Your impact on the community will be substantial in other areas. The landfill makes the most sense even if it costs extra in engineering. It's land that's already vacant and next to I5. Put the tax payers money to good use and don't wipe out churches and established companies. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | I have spoken to several members of the community and the other sites have streams and wetlands. Local tribal council needs these areas respected. | Regardless of the alternative the Sound Transit Board selects to build, in cooperation with Tribes and permitting agencies, Sound Transit would develop plans to mitigate the effects of the OMF South project on wetlands, streams, and regulatory buffers on a watershed basis as part of the environmental permitting process. |

Communication ID: 472290

OMF South DEIS OOH Comment 5

03/05/2021

Ray Stewart

Leave the Christian Faith Center alone. Build somewhere else. p.s. stop asking b.s. questions about sexual identity/race. That stuff is inappropriate and should be illegal!

| Ray Stewart (Communications ID 472290) | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 1 | Leave the Christian Faith Center alone. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472291

OMF South DEIS OOH Comment 6

03/05/2021

AARON BOYD

Even with the higher costs for construction and operation it screams Landfill Site is the only option. Less disruption to Everything and the only negatives that you listed is related to MONEY & TIME. Construction traffic is not a issue.

| Aaron Boyd (Communications ID 472291) | | |
|---------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | Even with the higher costs for construction and operation it screams Landfill Site is the only option. Less disruption to Everything and the only negatives that you listed is related to MONEY & TIME. Construction traffic is not a issue. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472292

OMF South DEIS OOH Comment 7

03/05/2021

Please choose the Midway site. This is exactly the kind of thing that public funds should be used for, turning a site that has no commercial attraction/potential into a productive part of a community.

| Anonymous (Communications ID 472292) | | |
|--------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | Please choose the Midway site. This is exactly the kind of thing that public funds should be used for, turning a site that has no commercial attraction/potential into a productive part of a community. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472293

OMF South DEIS OOH Comment 91

03/05/2021

Scott O'Dell

336th seems like the clear winner here with the least amount of business and residential impact. The landfill seems too expensive to build on with public funds given the less expensive options. It's nice that it's already empty, but that's all it has going for it.

| Scott O'Dell (Communications ID 472293) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | 336th seems like the clear winner here with the least amount of business and residential impact. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | The landfill seems too expensive to build on with public funds given the less expensive options. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472294

OMF South DEIS OOH Comment 8

03/05/2021

Krista Scott

I support the Midway landfill site. Despite higher costs, the impact in the long run on the environment, businesses, residents, and neighborhood in general will be worth the extra cost. The land is currently not being used - don't tear down existing structures/homes and ruin wetlands when we have the opportunity to make something good out of land previous generations wrecked. There is also the issue of equity: if we are considering doing tunnels and such for other portions of the rail system where wealthier people live, we should give lower-income folks (those of us in Kent & Federal Way) the same respect. Because you are not rich doesn't mean you don't care about aesthetics or trashing of natural landscape. We don't want our neighborhoods ruined any more than the home owners in Ballard or West Seattle. It's a matter of equity for people in the South End.

| Krista Scott (Communications ID 472294) | | |
|---|--|--|
| Comment ID | Comment Text | Response |
| 1 | I support the Midway landfill site. Despite higher costs, the impact in the long run on the environment, businesses, residents, and neighborhood in general will be worth the extra cost. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | There is also the issue of equity: if we are considering doing tunnels and such for other portions of the rail system where wealthier people live, we should give lower-income folks (those of us in Kent & Federal Way) the same respect. | The majority of the Link light rail system is above ground, and all operations and maintenance facilities would be above ground. Due to the nature of the maintenance facility, an underground location would be prohibitively expensive to construct and operate. |

Communication ID: 472295

OMF South DEIS OOH Comment 9

03/05/2021

Kimberly Oconnor

I would prefer the midday option because of the minimal impact to both the environment and business

| Kimberly Oconnor (Communications ID 472295) | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | I would prefer the midday option because of the minimal impact to both the environment and business | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472296

OMF South DEIS OOH Comment 10

03/06/2021

Bob Strong

The Midway landfill site is the obvious choice. What better way to use a property that cannot be used for anything else, while minimizing negative impact to people. I think alternative materials and options for the landfill site development should also be explored to lower the development cost of that site.

| Bob Strong (Communications ID 472296) | | |
|---------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | The Midway landfill site is the obvious choice. What better way to use a property that cannot be used for anything else, while minimizing negative impact to people. I think alternative materials and options for the landfill site development should also be explored to lower the development cost of that site. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472298

OMF South DEIS OOH Comment 12

03/07/2021

Mike Juguilon

I propose that the Midway Landfill location will be the home of the OMFS. I know it will be more costly, but to clean up a contaminated waste site and build a facility to benefit the whole of King county is the right thing to do. Additionally, I don't want to us to be displaced. I'm a homeowner at the South 344th Street Alternative. If I knew that this location was on the list of future sites for the OMFS, I won't had purchased it in 2018. Now though, we love our neighborhood of mixed businesses and residences. Please do the right thing. Pick the Midway Landfill site. Let's clean it up then build the OMFS facility. Thank you!

| Mike Juguilon (Communications ID 472298) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | I propose that the Midway Landfill location will be the home of the OMFS. I know it will be more costly, but to clean up a contaminated waste site and build a facility to benefit the whole of King county is the right thing to do. Additionally, I don't want to us to be displaced. I'm a homeowner at the South 344th Street Alternative. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472299

OMF South DEIS OOH Comment 13

03/07/2021

Dane Bergman

Clearly the Midway landfill is the obvious choice.

| Dane Bergman (Communications ID 472299) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | Clearly the Midway landfill is the obvious choice. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472300

OMF South DEIS OOH Comment 15

03/08/2021

I live in federal way, close to one of the preferred sites. I'd rather have this construction built in Kent.

| Anonymous (Communications ID 472300) | | |
|--------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | I'd rather have this construction built in Kent. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472301

OMF South DEIS OOH Comment 14

03/08/2021

South 336th seems like the best option to be less expensive and impact the least amount of homes and businesses. There are many older homes in the 344th option that could cost financial impacts and displacement to those who live there.

| Anonymous (Communications ID 472301) | | |
|--------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | South 336th seems like the best option to be less expensive and impact the least amount of homes and businesses. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | There are many older homes in the 344th option that could cost financial impacts and displacement to those who live there. | As described in Section 3.3, Acquisitions, Displacements, and Relocations, of the 2023 Draft EIS and this Final EIS, Sound Transit would provide just compensation and relocation assistance to residences that would be displaced by the project following Sound Transit's Real Property Acquisitions and Relocation Policy, Procedures, and Guidelines (Sound Transit 2017); the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (the "Uniform Act"); and the State of Washington's relocation and property acquisition laws and regulations, including RCW 8.26 and Washington Administrative Code 468-100. |

Communication ID: 472302

OMF South DEIS OOH Comment 92

03/08/2021

Tad Doviak

After reviewing the EIS for all three locations I feel that the Midway Landfill location is still the best alternative. It disrupts the community less. As a Superfund site it's use and impact on the greater environment has already been closely monitored and mitigated for. I wholeheartedly endorse the use of the Midway location.

| Tad Doviak (Communications ID 472302) | | |
|---------------------------------------|---|---|
| Comment ID | Comment Text | Response |
| 1 | After reviewing the EIS for all three locations I feel that the Midway Landfill location is still the best alternative. It disrupts the community less. As a Superfund site it's use and impact on the greater environment has already been closely monitored and mitigated for. I wholeheartedly endorse the use of the Midway location. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472303

OMF South DEIS OOH Comment 23

03/09/2021

Doran Luce

Go back to the location in Kent where Loews & Dickson are, both can be relocated (to the midway landfill)

| Doran Luce (Communications ID 472303) | | |
|---------------------------------------|--|--|
| Comment ID | Comment Text | Response |
| 1 | Go back to the location in Kent where Loews & Dickson are, both can be relocated (to the midway landfill) | This comment refers to the possible site at S 240th Street and SR 99 (publicly known as the "Dick's Drive-In" alternative). This property was evaluated during the 2019 OMF South alternatives evaluation process and was ultimately not carried forward because the size and configuration of the site was not compatible with the needs of OMF South. More information can be found in the OMF South Alternatives Evaluation Technical Memorandum (https://www.soundtransit.org/sites/default/files/documents/operations-and-maintenance-facility-south-alternatives-evaluation-technical-memorandum.pdf). |

Communication ID: 472304

OMF South DEIS OOH Comment 22

03/09/2021

Use undeveloped site in Midway as it well overdue for usage. Clean up the mess that was left years ago.

| Anonymous (Communications ID 472304) | | |
|--------------------------------------|---|---|
| Comment ID | Comment Text | Response |
| 1 | Use undeveloped site in Midway as it well overdue for usage. Clean up the mess that was left years ago. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472305

OMF South DEIS OOH Comment 21

03/09/2021

Michael Sprague

The Land Fill site seems the less onerous of the two considered, but why is this limited to two prospective sites. Have you even looked at the Weyerhaeuser property? This rail project will be around for many years, why rush it? Get more information, consider a few more options and let's do this right!

| Michael Sprague (Communications ID 472305) | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 1 | The Land Fill site seems the less onerous of the two considered, but why is this limited to two prospective sites. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. OMF South went through an extensive alternative development process, which evaluated 24 possible sites. Three alternatives were carried forward for evaluation in the EIS. Please see Section 2.2, Alternative Development and Scoping, in the Final EIS for more detail. |
| 2 | Have you even looked at the Weyerhaeuser property? This rail project will be around for many years, why rush it? Get more information, consider a few more options and let's do this right! | The Weyerhaeuser property was evaluated during the OMF South alternatives evaluation process in 2019, and the site was ultimately not carried forward because of high schedule risk and operating estimates due to its location across I-5 from the proposed mainline alignment. More information can be found in the OMF South Alternatives Evaluation Technical Memorandum (https://www.soundtransit.org/sites/default/files/documents/operations-and-maintenance-facility-south-alternatives-evaluation-technical-memorandum.pdf). |

Communication ID: 472306

OMF South DEIS OOH Comment 20

03/09/2021

Tony Gringle

Sound Transit, The obvious choice here is to place the transfer station on the landfill. It seems ignorant to even study the sites in federal way due to the obvious environmental and business impacts. I understand the budget difficulties due to every project costing significantly more then expected, but please consider all factors when determining where to place this operations center. The money wasted by studying this is a waste to the tax payer. Thank you for your time

| Tony Gringle (Communications ID 472306) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | Sound Transit, The obvious choice here is to place the transfer station on the landfill. It seems ignorant to even study the sites in federal way due to the obvious environmental and business impacts. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | I understand the budget difficulties due to every project costing significantly more then expected, but please consider all factors when determining where to place this operations center. The money wasted by studying this is a waste to the tax payer. | The Sound Transit Board considers the EIS analysis; Tribal, public, and agency comments on the Draft EIS; and other factors in identifying the Preferred Alternative and selecting the project to be built. |

Communication ID: 472307

OMF South DEIS OOH Comment 19

03/09/2021

Robert Wheeler

Your information is good; lengthy as it should be and not everyone will spend the time to review it because of that length. Simply put by your own words below MIDWAY is the only choice. This site would create the fewest residential, business and employee displacements of the three site alternatives. It would result in no impacts to community and social resources, wetland or streams and create the fewest forest impacts. Your agency is huge drawing on taxpayers dollars. I reviewed salaries alone from the FOIA obtained in 2018 and it shows 1066 employees. 10 pages into the 43 pages total (253 names) I was still seeing 6 figure salaries. 20 earned over \$200,000.00 per year. Do not use "expense for Midway" as an excuse. Do not use "time of construction" as an excuse. Your delivery to date has been late. I pay for it but will never see the "good" if any come from it. I will attend the public meetings and ensure that you hear MIDWAY!

| Robert Wheeler (Communications ID 472307) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | Simply put by your own words below MIDWAY is the only choice. This site would create the fewest residential, business and employee displacements of the three site alternatives. It would result in no impacts to community and social resources, wetland or streams and create the fewest forest impacts. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472308

OMF South DEIS OOH Comment 18

03/09/2021

Maire Dhu Lemley

While I see the Midway Landfill is the longest and most expensive location of the 3 proposed sites, the impact to forests (and animals living there), streams, and businesses at the other sites, is a huge concern. As I live just below the Midway site, next to the College, and use this particular stretch of highway for travel to and from shopping and errands, I am not thrilled about the impact on traffic that a longer preparation time could have. Also, placing columns of concrete seems like there would be noise, and vibration, which after only a small period of time, would become quite annoying. When all is said and done, what will be the noise impact if any, and will shift changes bring in extra traffic and congestion, and if so, will Sound Transit be a partner in road upkeep, and noise and traffic mitigation?

| Maire Dhu Lemley (Communications ID 472308) | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | While I see the Midway Landfill is the longest and most expensive location of the 3 proposed sites, the impact to forests (and animals living there), streams, and businesses at the other sites, is a huge concern. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | Also, placing columns of concrete seems like there would be noise, and vibration, which after only a small period of time, would become quite annoying. When all is said and done, what will be the noise impact if any, and will shift changes bring in extra traffic and congestion, and if so, will Sound Transit be a partner in road upkeep, and noise and traffic mitigation? | <p>Project construction may result in temporary noise and vibration impacts for all build alternatives. Best Management Practices would be used during construction to minimize potential construction noise impacts on local businesses and residents. Based on the current design, there would be no long-term noise impacts associated with operation of the OMF sites for any of the build alternatives. The South 336th Street and South 344th Street alternatives mainline options could result in noise impacts to some single-family residences along the mainline, depending on the track design option, which would be fully mitigated. Modification of the existing berm and noise walls adjacent to I-5 would result in traffic noise impacts at about one to three residences in Belmor. Sound Transit would provide traffic noise mitigation measures where traffic noise levels are predicted to be above the 2042 No-Build levels from removal of the existing berm and noise wall. Additional information is available in Section 3.9, Noise and Vibration, and Appendix G2, Noise and Vibration Technical Report, of the Final EIS.</p> <p>There would be no long-term traffic impacts associated with operation of the OMF South alternatives. However, there could be increased traffic and congestion during construction. Sound Transit would develop and implement a construction transportation management plan that would address site access, traffic control, and haul routes per city of Kent or city of Federal Way requirements. The plan would include measures to minimize traffic disruptions. Additional information is available in Section 3.2, Transportation, and Appendix G1, Transportation Technical Report, of the Final EIS.</p> |

Communication ID: 472309

OMF South DEIS OOH Comment 17

03/09/2021

We would prefer the Midway Landfill site for the OMF South Site. It would have the least impact on traffic in the area. It would also have the least harm to small businesses and homes in the area.

| Anonymous (Communications ID 472309) | | |
|--------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | We would prefer the Midway Landfill site for the OMF South Site. It would have the least impact on traffic in the area. It would also have the least harm to small businesses and homes in the area. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472310

OMF South DEIS OOH Comment 16

03/09/2021

I think a platformed option over the Midway Landfill is the best option for the community in the long run. I also think that citing the OMF within walking distance of the station, as Midway does, could help allow OMF employees to take Link to work.

| Anonymous (Communications ID 472310) | | |
|--------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | I think a platformed option over the Midway Landfill is the best option for the community in the long run. I also think that citing the OMF within walking distance of the station, as Midway does, could help allow OMF employees to take Link to work. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472311

OMF South DEIS OOH Comment 30

03/10/2021

Cheryl Lyons

How much noise would be heard by the train from 320th to 330th St? Would Sound Transit buy property on 330th? How would you keep the homeless population down at the light rail stations and loitering??? This light rail system could make the Federal Way homeless issues worse? How can Sound Transit keep it under control?

| Cheryl Lyons (Communications ID 472311) | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | How much noise would be heard by the train from 320th to 330th St? | For the South 336th and South 344th Street alternatives, the average equivalent sound levels (Ldn) at the closest residences to the proposed mainline track would range from 55 dBA to 65 dBA, depending on the location. This would not create a noise impact under FTA criteria. More detailed information regarding the noise levels is available in Section 6.3 of Appendix G2, Noise and Vibration Technical Report, of the Final EIS. |
| 2 | Would Sound Transit buy property on 330th? | Appendix H1, Potentially Affected Parcels, of the 2023 Draft EIS and this Final EIS lists the parcels that would be potentially partially or fully acquired for the project based on the current design. Sound Transit currently does not anticipate the need to purchase property on S 330th Street. Final determinations of affected properties will be based on the project's final design following the Sound Transit Board's selection of the project to be built. |
| 3 | How would you keep the homeless population down at the light rail stations and loitering??? This light rail system could make the Federal Way homeless issues worse? How can Sound Transit keep it under control? | There are no light rail stations associated with the OMF South project. |

Communication ID: 472312

OMF South DEIS OOH Comment 29

03/10/2021

The OMF is needed for West Seattle or Tacoma extensions. It is not needed for the Federal Way extension. The logical place for a large industrial yard such as this is in an area that is industrial in nature. As this OMF is not needed until much later phases, the options on the table should be tossed and new options reevaluated. The most appropriate place for this yard is likely in the industrial area of the Tacoma / Fife tideflats. I would also look at this with the lens of Equity. The areas that are being selected currently are home to our low income and BIPOC populations. Why are we placing massive industrial infrastructure with 24x7 light and noise pollution where our poor and BIPOC neighbors live?

| Anonymous (Communications ID 472312) | | |
|--------------------------------------|--|--|
| Comment ID | Comment Text | Response |
| 1 | The OMF is needed for West Seattle or Tacoma extensions. It is not needed for the Federal Way extension. | FWLE could operate without the OMF South. However, once built, OMF South would serve the entire Link system. The Link System-Wide Storage Building would receive and store all parts of the Link light rail system, including LRV parts and components, MOW track and components, and facility parts and components. |
| 2 | As this OMF is not needed until much later phases, the options on the table should be tossed and new options reevaluated. The most appropriate place for this yard is likely in the industrial area of the Tacoma / Fife tideflats. | Three sites in the Tacoma tideflats area were evaluated as part of the alternative development process. More information can be found in the OMF South Alternatives Evaluation Technical Memorandum (https://www.soundtransit.org/sites/default/files/documents/operations-and-maintenance-facility-south-alternatives-evaluation-technical-memorandum.pdf). The sites were not carried forward because their southern location would affect the ability to open the facility in time to accept and commission the new LRVs needed to implement Sound Transit 3. Sound Transit has adopted a realignment plan that serves as a framework for delivering agency system expansion as rapidly as possible. While changes have been made to the implementation schedule of Sound Transit 3, an OMF in the southern portion of the Link light rail service area is needed by 2030. The current forecasted in-service date is 2032 for the Preferred and South 344th Street alternatives and 2035 to 2037 (depending on the subsurface construction design option) for the Midway Landfill Alternative. Sound Transit is pursuing measures to advance the opening earlier. |
| 3 | I would also look at this with the lens of Equity. The areas that are being selected currently are home to our low income and BIPOC populations. Why are we placing massive industrial infrastructure with 24x7 light and noise pollution where our poor and BIPOC neighbors live? | Appendix E, Environmental Justice Assessment, of the Final EIS evaluates potential impacts to environmental justice populations. |

Communication ID: 472313

OMF South DEIS OOH Comment 28

03/10/2021

DO not destroy the homes schools etc in the s 344th st or 336th st sites!!!!!! NO need to with midway as the least destructive plan!! You have no \$ for this or even running the system at all this entire entity is planned for a non existent user base so you loose \$ ever year STOP MAKING BAD CHOICES this hurts everyone!!!!!!!!!!!!!!

| Anonymous (Communications ID 472313) | | |
|--------------------------------------|---|--|
| Comment ID | Comment Text | Response |
| 1 | <p>DO not destroy the homes schools etc in the s 344th st or 336th st sites!!!!!!</p> <p>NO need to with midway as the least destructive plan!!</p> | <p>Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> |

Communication ID: 472314

OMF South DEIS OOH Comment 27

03/10/2021

While it may not be the cheapest option or easiest to build on, I urge ST to choose the Midway site for the South OMF. It has the least impact to people, the environment (both natural and built), and the economy. It also doesn't require the removal of housing, which our region is already in desperate need of. The Midway site also gives us a chance to "recycle" this vacant eyesore into something useful and beneficial for the community.

| Anonymous (Communications ID 472314) | | |
|--------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | While it may not be the cheapest option or easiest to build on, I urge ST to choose the Midway site for the South OMF. It has the least impact to people, the environment (both natural and built), and the economy. It also doesn't require the removal of housing, which our region is already in desperate need of. The Midway site also gives us a chance to "recycle" this vacant eyesore into something useful and beneficial for the community. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472315

OMF South DEIS OOH Comment 26

03/10/2021

Please put this at the Christian Faith Center. This will be less disruptive and safer than the landfill. Please do NOT use the landfill... unsafe now AND IN FUTURE. THANK YOU

| Anonymous (Communications ID 472315) | | |
|--------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | Please put this at the Christian Faith Center. This will be less disruptive and safer than the landfill. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472316

OMF South DEIS OOH Comment 25

03/10/2021

Dennis Higgins

The Midway site is preferable because of the lack of residences and businesses needed to be removed. The additional cost for constructing this site should be itemized separately and funding pursued from congress and/ or the state. It is a smart re-purposing of otherwise useless land in the midst of a dense urban area.

| Dennis Higgins (Communications ID 472316) | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | The Midway site is preferable because of the lack of residences and businesses needed to be removed. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | The additional cost for constructing this site should be itemized separately and funding pursued from congress and/ or the state. | Please see the response to Common Comment 5 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472317

OMF South DEIS OOH Comment 24

03/10/2021

Landfill option all the way! I know it's the most expensive option but think about the positive impacts of utilizing an underutilized, blighted space. Also trying to build into established properties, especially from marginalized communities, could stir up the locals who depend on them.

| Anonymous (Communications ID 472317) | | |
|--------------------------------------|--|--|
| Comment ID | Comment Text | Response |
| 1 | Landfill option all the way! I know it's the most expensive option but think about the positive impacts of utilizing an underutilized, blighted space. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | Also trying to build into established properties, especially from marginalized communities, could stir up the locals who depend on them. | Sound Transit is committed to conducting meaningful outreach and engagement to environmental justice populations. Details regarding engagement strategies throughout the project so far are included in Section 4, Outreach to Minority and Low-Income Populations, of Appendix E, Environmental Justice Assessment, in the Final EIS. Sound Transit would continue to work with environmental justice populations and affected communities as the project progresses. |

Communication ID: 472318

OMF South DEIS OOH Comment 34

03/11/2021

Either alternative is preferable to the Midway Landfill. The costs associated with the landfill site are simply indefensible.

| Anonymous (Communications ID 472318) | | |
|--------------------------------------|---|---|
| Comment ID | Comment Text | Response |
| 1 | Either alternative is preferable to the Midway Landfill. The costs associated with the landfill site are simply indefensible. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472320

OMF South DEIS OOH Comment 32

03/11/2021

The Midway landfill alternative while more costly upfront and more challenging due to the superfund site status seems to be the best long term decision. It puts a piece of property to a better use than simply being a capped landfill while it offers fewer impacts to residents in the Federal Way area that would be displaced by either of those options, allows business and tax base to remain rather than be lost in Federal Way, and does not impact the streams in the Federal Way area.

| Anonymous (Communications ID 472320) | | |
|--------------------------------------|---|---|
| Comment ID | Comment Text | Response |
| 1 | The Midway landfill alternative while more costly upfront and more challenging due to the superfund site status seems to be the best long term decision. It puts a piece of property to a better use than simply being a capped landfill while it offers fewer impacts to residents in the Federal Way area that would be displaced by either of those options, allows business and tax base to remain rather than be lost in Federal Way, and does not impact the streams in the Federal Way area. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. Section 3.13, Hazardous Materials, in the 2023 Draft EIS and this Final EIS discusses the potential impacts and avoidance, minimization, and mitigation measures concerning construction within the landfill and management of contaminated material. |

Communication ID: 472321

OMF South DEIS OOH Comment 31

03/11/2021

Danyel Lyons

The Midway Landfill is the best option. There are only two negatives for location that will require detailed planning and impact considerations: 1. Superfund site and all of the environmental mitigations that come with it. 2. Traffic and pedestrian impacts. Being next to 516 & I-5 interchange and a college already causes problems with large volumes. Adding the transit stop and OMF will cause an exponential volume increase and will require a major overhaul the traffic pattern/plan for a mile in all directions.

| Danyel Lyons (Communications ID 472321) | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | The Midway Landfill is the best option. There are only two negatives for location that will require detailed planning and impact considerations: 1. Superfund site and all of the environmental mitigations that come with it. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | 2. Traffic and pedestrian impacts. Being next to 516 & I-5 interchange and a college already causes problems with large volumes. Adding the transit stop and OMF will cause an exponential volume increase and will require a major overhaul the traffic pattern/plan for a mile in all directions. | The traffic operations analysis for the Midway Landfill Alternative incorporated existing and forecast background traffic as well as planned transportation improvements from other projects. The transportation analysis was updated in the 2023 Draft EIS and again for this Final EIS and concludes that the Midway Landfill Alternative study intersections would continue to meet level of service standards with the project. |

Communication ID: 472322

OMF South DEIS OOH Comment 35

03/14/2021

Midway landfill makes the most sense. You won't displace any businesses, churches, or homeowners. It's a blank slate, and making use of something that has sat for the last 50 years.

| Anonymous (Communications ID 472322) | | |
|--------------------------------------|---|---|
| Comment ID | Comment Text | Response |
| 1 | Midway landfill makes the most sense. You won't displace any businesses, churches, or homeowners. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472323

OMF South DEIS OOH Comment 36

03/15/2021

Jason Little

I prefer the Midway site with the excavation plan. It has by far the fewest residential, business and environmental impacts which minimizes potential cost and litigation due to land acquisition, community impact and natural environment mitigation strategies. It also doesn't require the build of additional track beyond Federal Way at this time saving project cost in the near term.

| Jason Little (Communications ID 472323) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | I prefer the Midway site with the excavation plan. It has by far the fewest residential, business and environmental impacts which minimizes potential cost and litigation due to land acquisition, community impact and natural environment mitigation strategies. It also doesn't require the build of additional track beyond Federal Way at this time saving project cost in the near term. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472324

OMF South DEIS OOH Comment 38

03/16/2021

Richard Tackett

Prefer Midway Landfill site as it allows site to go back to productive use and not impact jobs at others.

| Richard Tackett (Communications ID 472324) | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 1 | Prefer Midway Landfill site as it allows site to go back to productive use and not impact jobs at others. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472325

OMF South DEIS OOH Comment 37

03/16/2021

Lydia Long

Please consider the negative impact to our community if you build the maintenance facility in Federal Way. The initial investment to clean up and re-purpose the Midway Landfill location is well worth the time and money. It will take useless land and recycle it into a valuable asset. Also, the Midway Landfill location will not negatively affect any residential areas. Thank you.

| Lydia Long (Communications ID 472325) | | |
|---------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | Please consider the negative impact to our community if you build the maintenance facility in Federal Way. | The purpose of the environmental review process is to identify significant adverse environmental impacts and propose mitigation measures to reduce the impacts. |
| 2 | The initial investment to clean up and re-purpose the Midway Landfill location is well worth the time and money. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472326

OMF South DEIS OOH Comment 41

03/18/2021

After looking at all three choices and evaluating the potential impacts to the ecosystem, businesses, the residence, the community as well as the costs, and current land utilization. The midway landfill is the best choice. Yes, it will cost more but we will be repurposing the landfill in a positive manner and turning something that has been an eye sore into an integral part of our community. While minimizing all of the impacts above else where. The investment is worth the additional cost.

| Anonymous (Communications ID 472326) | | |
|--------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | After looking at all three choices and evaluating the potential impacts to the ecosystem, businesses, the residence, the community as well as the costs, and current land utilization. The midway landfill is the best choice. Yes, it will cost more but we will be repurposing the landfill in a positive manner and turning something that has been an eye sore into an integral part of our community. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

03/18/2021

Kyle Kooy

Midway landfill is the best geographical location: already empty land that requires no buyout, already on the mainline that is getting built right now, and in a worst case scenario where the Tacoma extension has to be put on indefinite pause due to Covid-related funding impacts, it requires no extra mainline to be built beyond the Federal Way extension. However, the impact of it being a landfill, and all the problems that come with building on a superfund site, are even more enormous than I imagined. From a pure budgetary standpoint, either of the other two sites should be used, simply because Covid has caused ST3 funding to evaporate to such a degree that resource are spread too thin to do anything but the cheapest option. Unfortunately for the accountants, I am an idealist. With Sound Transit being a public organization rather than a private one, I think it should have the duty to look beyond the monetary cost/benefit analysis of a project and instead focus on how much of an improvement said project can bring to an area. Of the three sites, I think developing the Midway site provides the greatest improvement to the surrounding community. Yes, it will cost billions of dollars more, but it will reduce (or possibly even eliminate, if I understand the full excavation proposal correctly) the impact of a superfund site that is smack dab in the middle of a growing urban area, directly adjacent to three major transportation arterials (99, I-5, and eventually the Link Mainline). Kent and Des Moines were quite eager to push the landfill onto Sound Transit when the initial OMF rumor pointed to a shopping center, and perhaps those cities can put some money where their mouth is and assist with the cost, along with Seattle who would no longer be responsible for monitoring and cleanup. This literal neighborhood cleanup could be a group effort to do good. The other two sites involve eminent domain of land that can be used for other purposes, and in fact currently is. Using Midway offers the region the opportunity to transform useless, dangerous land into something useful. I think that is a long term benefit to the area that is worth the added cost, and it's only with Sound Transit's governmental backing and large funding that I foresee this site ever being transformed to something usable in my lifetime.

| Kyle Kooy (Communications ID 472327) | | |
|--------------------------------------|---|---|
| Comment ID | Comment Text | Response |
| 1 | Midway landfill is the best geographical location: already empty land that requires no buyout, already on the mainline that is getting built right now, and in a worst case scenario where the Tacoma extension has to be put on indefinite pause due to Covid-related funding impacts, it requires no extra mainline to be built beyond the Federal Way extension. However, the impact of it being a landfill, and all the problems that come with building on a superfund site, are even more enormous than I imagined. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | Of the three sites, I think developing the Midway site provides the greatest improvement to the surrounding community. Yes, it will cost billions of dollars more, but it will reduce (or possibly even eliminate, if I understand the full excavation proposal correctly) the impact of a superfund site that is smack dab in the middle of a growing urban area, directly adjacent to three major transportation arterials (99, I-5, and eventually the Link Mainline). | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472328

OMF South DEIS OOH Comment 39

03/18/2021

I am totally against this entire project and don't want it anywhere.

| Anonymous (Communications ID 472328) | | |
|--------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | I am totally against this entire project and don't want it anywhere. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472329

OMF South DEIS OOH Comment 43

03/19/2021

Jeannie VanVleet

I think the additional expense to put the site at the Midway landfill is worth it. The other 2 options uproot businesses in Federal Way.

| Jeannie VanVleet (Communications ID 472329) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | I think the additional expense to put the site at the Midway landfill is worth it. The other 2 options uproot businesses in Federal Way. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472330

OMF South DEIS OOH Comment 42

03/19/2021

I support the location at the S. 336th Street site as the first choice. Alternatively, the Midway landfill site.

| Anonymous (Communications ID 472330) | | |
|--------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | I support the location at the S. 336th Street site as the first choice. Alternatively, the Midway landfill site. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

03/20/2021

Laura Arnold

Although the projected cost and length of time are higher for the Midway facility, I believe this would be the best choice. The other two displace workers and residents. There is a high number under represented residents and employees in this area and that needs to be acknowledged and considered strongly. What will happen to those displaced? Is there truly fair compensation that all of the residents and employees have a say in? Or is there any compensation? And that is a cost factor. Then there are the protected lands that could really screw up the ecosystem. Not just what is built upon but also the other side of I-5. Yes. There is noise but then you are increasing noise and air pollution. There has already been a large growth of urban development in Federal Way, so I hear from long term residents. I would hate for Federal Way to lose more of its natural beauty as well. Then the construction and constant ongoing work at the Federal Way sites 336th & 344th would continue to disrupt the ecosystem around the facility, not to mention disrupt traffic and make it harder for travelers and commuters getting to and from Auburn. Also, why does the midway location cost more annually? I understand construction but not the ongoing cost. There is less track to the facility. Because it is further from the FW transit center? It would be closer to the Kent stations wouldn't it? Even so, I would rather have the extra cost to protect the community and the environment. Also, it seems excavation would be a safer option but I am not an engineer. But I do worry about employees working over a toxic ground. I would think with heat and other environmental changes the toxins could rise to the surface. Plus, wouldn't that be better if there is still shifting ground? Again I am not an engineer.

| Laura Arnold (Communications ID 472331) | | |
|---|--|--|
| Comment ID | Comment Text | Response |
| 1 | Although the projected cost and length of time are higher for the Midway facility, I believe this would be the best choice. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | There is a high number under represented residents and employees in this area and that needs to be acknowledged and considered strongly. What will happen to those displaced? Is there truly fair compensation that all of the residents and employees have a say in? Or is there any compensation? And that is a cost factor. | <p>Appendix E, Environmental Justice Assessment, evaluates potential impacts to low-income and minority populations. As described in Appendix E and Section 3.3.4, Sound Transit Acquisition and Relocation Policy Summary, of the 2023 Draft EIS and this Final EIS, Sound Transit would compensate all affected property owners according to the Sound Transit Real Property Acquisitions and Relocation Policy, Procedures, and Guidelines and in accordance with state relocation and property acquisitions laws.</p> <p>Acquisition and relocation costs were included in the conceptual capital cost estimates described in the 2021 Draft EIS as shown in Table 2.6-1 in Section 2.6, Funding and Conceptual Cost Estimates and have been updated in Table 2.5-1, Opinion of Probable Cost for Preliminary Engineering Design of the Build Alternatives in the Final EIS. Employees of displaced businesses would not be directly compensated. If the displaced business relocated in the area, the employee could follow. If the business owner decides to relocate elsewhere or close their business, the employee would become unemployed.</p> |
| 3 | Also, why does the midway location cost more annually? I understand construction but not the ongoing cost. There is less track to the facility. Because it is further from the FW transit center? It would be closer to the Kent stations wouldn't it? | The additional \$1M in annual operations and maintenance cost for the Midway Landfill is discussed in the Executive Summary and Section 2.5, Funding and Opinion of Probable Cost, in the Final EIS. The higher cost is attributed to additional annual expenses to mitigate for potential risks posed by settlement and methane gas over the lifespan of the facility. It is also due to higher operating costs for the trains to deploy each morning before passenger service begins and return to the OMF each night after passenger service has shut down. |

| Laura Arnold (Communications ID 472331) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 4 | Also, it seems excavation would be a safer option but I am not an engineer. But I do worry about employees working over a toxic ground. I would think with heat and other environmental changes the toxins could rise to the surface. Plus, wouldn't that be better if there is still shifting ground? | <p>If excavation of landfill materials is required, safety precautions including personal protective equipment, air monitoring, and other best practices would be employed to ensure the safety of workers on site. With excavation, landfill contaminants would be removed from the site and disposed of in a controlled manner limiting movement outside the landfill. The design of a platform over the landfill would use stabilization methods to prevent landfill settling. See Section 3.13, Hazardous Materials, in the Final EIS for additional information.</p> <p>An Environmental Protection Plan would likely be required to establish procedures to manage and monitor the waste excavation and handling process, including management of stormwater and landfill gas. In addition to continuous landfill gas management, measures would need to be established to prevent air intrusion into the landfill that could result in a landfill fire.</p> <p>A project-specific Health and Safety Plan would also be required and would include stipulations that construction workers who may be exposed to potentially hazardous substances would be required to obtain the appropriate level of Hazardous Waste Operations and Emergency Response Standard (HAZWOPER) training.</p> |

Communication ID: 472332

OMF South DEIS OOH Comment 44

03/20/2021

Barbara Sperling

I strongly oppose either of the two sites located in Federal Way. Bringing such a site to the downtown area would destroy it. Who would want to come anymore. I certainly would not. It would uproot business, cost jobs and destroy homes. The level of traffic, during and after construction, caused by the site would have a horrible effect on traffic in the area. Property values nearby would plummet. It is past time that we stop putting money before people. The Midway Landfill may be more expensive financially, but it would destroy fewer lives and businesses and would leave Federal Way as city still worth living in. Putting this site in Federal Way would only drive people and businesses away.

| Barbara Sperling (Communications ID 472332) | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | I strongly oppose either of the two sites located in Federal Way. Bringing such a site to the downtown area would destroy it. It would uproot business, cost jobs and destroy homes. The level of traffic, during and after construction, caused by the site would have a horrible effect on traffic in the area. Property values nearby would plummet. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | The Midway Landfill may be more expensive financially, but it would destroy fewer lives and businesses and would leave Federal Way as city still worth living in. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472333

OMF South DEIS OOH Comment 48

03/22/2021

Based on the information provided, I believe the most prudent option for the new OMF site is the Midway Landfill. It has the least impact on both the environment and people.

| Anonymous (Communications ID 472333) | | |
|--------------------------------------|---|---|
| Comment ID | Comment Text | Response |
| 1 | Based on the information provided, I believe the most prudent option for the new OMF site is the Midway Landfill. It has the least impact on both the environment and people. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472334

OMF South DEIS OOH Comment 47

03/22/2021

SE JONG KIM

I prefer midway landfill site because this option will have less environmental impact even though it takes more time to build and costs more. I need to prepare the future in long term. The landfill site is less congested as well at this point.

| SE JONG KIM (Communications ID 472334) | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 1 | I prefer midway landfill site because this option will have less environmental impact even though it takes more time to build and costs more. The landfill site is less congested as well at this point. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472335

OMF South DEIS OOH Comment 46

03/22/2021

David Lind

Big waste of taxpayer money, only to be built to increase the empires of the politicians, and the power they have, and the government. This does nothing for anyone else

| David Lind (Communications ID 472335) | | |
|---------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | Big waste of taxpayer money, only to be built to increase the empires of the politicians, and the power they have, and the government. This does nothing for anyone else | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472336

OMF South DEIS OOH Comment 50

03/23/2021

Thomas Smiley

Based on cost alone I say either of the 2 federal way OMF are better with the S 344 st as best. Id be for either of the 2 Federal way ones as it would be better spaced for the whole south link system.

| Thomas Smiley (Communications ID 472336) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | Based on cost alone I say either of the 2 federal way OMF are better with the S 344 st as best. Id be for either of the 2 Federal way ones as it would be better spaced for the whole south link system. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472337

OMF South DEIS OOH Comment 49

03/23/2021

Christopher Ensor

I prefer the Midway option to both the Federal Way EIS options. Although Midway will be more expensive and will cause more disruption during construction, it has less environmental impact and will not require the removal and replacement of any existing commercial and residential property. I believe these are the most important longer term issues. Please pick Midway! This is land that is not required for any alternative use and will otherwise not contribute to any environmental or economic solutions. Yes, more expensive, but please think longer term. The draft EIS shows this is the best choice.

| Christopher Ensor (Communications ID 472337) | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 1 | I prefer the Midway option to both the Federal Way EIS options. Although Midway will be more expensive and will cause more disruption during construction, it has less environmental impact and will not require the removal and replacement of any existing commercial and residential property. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472338

OMF South DEIS OOH Comment 54

03/24/2021

midway landfill its vacant and will not hurt local stores and homes

| Anonymous (Communications ID 472338) | | |
|--------------------------------------|---|---|
| Comment ID | Comment Text | Response |
| 1 | midway landfill its vacant and will not hurt local stores and homes | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472339

OMF South DEIS OOH Comment 53

03/24/2021

Daryl Wendt

S 336th St because of its ideal, and I don't want ppl to have to pay for extra charges for moving into a new storage facility because of our economy and folks that are broke

| Daryl Wendt (Communications ID 472339) | | |
|--|--|--|
| Comment ID | Comment Text | Response |
| 1 | S 336th St because of its ideal | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | I don't want ppl to have to pay for extra charges for moving into a new storage facility because of our economy and folks that are broke | Section 3.3.4, Sound Transit Acquisition and Relocation Policy Summary, of the 2023 Draft EIS and this Final EIS provides information on how Sound Transit would compensate all affected property owners according to the Sound Transit Real Property Acquisitions and Relocation Policy, Procedures, and Guidelines and in accordance with state relocation and property acquisitions laws. |

Communication ID: 472340

OMF South DEIS OOH Comment 52

03/24/2021

Ruth Strawser

Having read the Draft EIS for the Sound Transit OMF South project I respectfully submit my preferred alternative recommendation is the South 336th Street Alternative. My recommendation is based on total cost of the project and the construction duration both of which appear lowest in this alternative. In my view the Midway Landfill site alternative should be removed from any further consideration. The higher cost and construction make it unattractive as a taxpayer. The site leaves open too many open questions related to cost and design which will obviously equate to a higher overall project cost. I believe the remediation costs alone would seriously delay, or worse cancel, the project for too long a time period. And the liability for the site is just too high a risk. I understand the concerns expressed by the city of Federal Way related to the South 336th Street and the South 344th Street Alternatives, but in my view those can be more easily mitigated than what the Midway Landfill site might expose in terms of costs and mitigation. So finally I submit the South 336th Street Alternative should be the alternative selected for the Final EIS for the South OMF project. Thank you for allowing my recommendation to be submitted.

| Ruth Strawser (Communications ID 472340) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | Having read the Draft EIS for the Sound Transit OMF South project I respectfully submit my preferred alternative recommendation is the South 336th Street Alternative. My recommendation is based on total cost of the project and the construction duration both of which appear lowest in this alternative. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | In my view the Midway Landfill site alternative should be removed from any further consideration. The higher cost and construction make it unattractive as a taxpayer. The site leaves open too many open questions related to cost and design which will obviously equate to a higher overall project cost. I believe the remediation costs alone would seriously delay, or worse cancel, the project for too long a time period. And the liability for the site is just too high a risk. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472341

OMF South DEIS OOH Comment 51

03/24/2021

Dave Hackman

344th sounds best to me

| Dave Hackman (Communications ID 472341) | | |
|---|-------------------------|---|
| Comment ID | Comment Text | Response |
| 1 | 344th sounds best to me | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

OPERATIONS & MAINTENANCE FACILITY SOUTH DRAFT EIS

ONLINE PUBLIC MEETING & HEARING

March 24, 2021

REPORTED BY: Thad Byrd, CCR
REPORTED ON: 3/24/21

WEDNESDAY, MARCH 24, 2021

6:45 p.m.

-- oo 0 oo --

GREG: Hello, my name is Greg, and my question is on noise mitigation and how much contribution we believe the light rail yard will contribute to the environment where we have multiple trains and sharp tracks as the train's coming in and out.

Do the wheels squeal? Are they unloading or disconnecting heavy equipment? I don't know. I worked in a facility down by Martin Luther King Way, the south end of Boeing Field.

There's kind of an S curve that the lightrail goes through. The train actually squeals. I know that Sound Transit works on it quite often trying to mitigate the noise, but I was wondering if that single train is similar to what we have.

It looks like about six tracks or a dozen tracks in the yard. What has the noise mitigation been or expectation?

I did print the draft and looked through it, and it looks like a very thorough job from what I can see. Both of them are good.

I guess my personal opinion would be the Midway Landfill

would be the more logical site because it's been a problem, eyesore, what to do with the past landfill, what to do with it.

A plan of this scale would probably solve that, but the biggest concern I have is that there's a community college up there and a lightrail station.

In the future there's going to be a village area, and it'll probably be apartment housing. It's a good place for the city to develop around.

This might be the right thing, but if you have something that's going to create a lot of noise contributing to the school and everything else where people live there, maybe it's not a good idea.

LIZ MACK: Thank you, Greg. We'll move on to our next speaker, which is going to be Timothy.

TIMOTHY: Hello, I'm Tim, and I want to put in my vote for the Midway Landfill lot off of what was said previously here.

I think it is a place that is going to have the least effect on people because if we use the other two sites that are in Federal Way, there's going to be an effect on housing and there's going to be an effect on businesses.

Of course, housing is a huge issue, and for us to take away either one of the sites is going to remove a bunch of residential housing. We're going to be removing some

businesses, especially in the 344th site. The least amount of personal effect or human effect is going to be with the Midway Landfill.

I understand the engineering issues with it. When it comes from an engineering standpoint, using either one, any one of the three different resolutions for the Midway Landfill, none of them sound really wonderful.

I get it, but we're not going to have also an environmental effect that hasn't already been done decades ago.

We're not going to have to deal with either of the streams like we're dealing with in the 344th or 336th Street site, and so this is why I'm voting for the Midway Landfill because of the least amount of personal and also environmental effects. Thank you.

MS. MACK: Thank you for your comment.

SUZANNE VARGO: This is Suzanne, and thank you so much. Having fought for the warehouse campus for the last five years, having been on it since I was six years old, having lived in this city for the last 55 years, have you guys taken into consideration your 75 truck trips plus the additional roughly 800 that the IRG businesses' warehouses will also be impacting on our area?

320th, Highway 18 are both at maximum failure and have been for many, many years. We don't seem to be getting any

relief there, and I'm concerned that we in the south end are just not going to be able to function.

We are not going to be able to manipulate our city. Our traffic manager tells us the next 10 years in the City of Federal Way will be an absolute nightmare as he drops his head and shakes it.

I'm a little nervous, and he was just talking about our 320th with the Sound Transit facility going in over there, so I'm very concerned as a resident over here in the south end.

How we are going to function unless you have taken into consideration the other developments' plans in this area and the limited road availability that we have at this point?

We don't seem to have many places to go, so that's just one of my questions. I'll be talking to Paul I'm sure in the future about all sorts of great environmental stuff, so thank you so much you guys.

I really appreciate this, and I think this is a nice way to get things done, so thank you very much. May I just say go Midway Landfill?

LIZ MACK? Thank you.

MARGARET SIMMONS: Hi, there. It's Margaret. The name Mott MacDonald is the name of the company that I work for, so it just signed me in that way, so apologies for that.

I am a resident of Federal Way and actually an engineer, so I follow all this stuff and appreciate the opportunity here to make a few statements.

Contrary to the prior speakers, I do not support the use of the Midway Landfill. I have some knowledge about what the problems are that are being experienced by the Federal Way construction link extension construction right now, and the expense it's causing.

I believe that Sound Transit should not own the fact that the Midway Landfill is contaminated and the extra cost of hundreds of millions of dollars to mitigate the contamination that is at that site.

There are many projects that are vying for a limited amount of money at this point. We've talked about the realignment.

There's many other communities who need similar lightrail extensions without any sort of contributions from the City of Seattle, who owns that site or others who have responsibility for that site. I don't think we should be selecting that site. I think there are two other sites that are equally viable.

I do understand the motivation behind getting that site covered and into a more useful condition, but not to the expense of other projects and maybe even the significant delay in this project with the additional costs and the time

that it would take to earn the revenue to be able to address it, so thank you.

LIZ MACK: Thank you for your comment. Our next speaker is going to be Susan Honda.

SUSAN HONDA: I just wanted to thank you for the opportunity to let people speak with you tonight. I wish this was in person, but it is what it is.

I also wanted to be on record that the city council voted to support the OMF South at the Midway Landfill. The city council has sent two letters to the Sound Transit board in support of that decision.

Members of the council have gone to board meetings to speak with Sound Transit in person when that was possible.

If this was to be built in Federal Way, we would lose housing. We would lose childcare, and we all know that with the pandemic, childcare has become a very real issue in which women, especially women have not been able to go to work because of lack of childcare.

We would lose businesses, and we have two businesses that we know may not be able to be replaced because it would be too difficult to find something that would be suitable for them to be rebuilt.

It would take away some money from our taxes here in Federal Way which support many, many things, and once again as a private citizen, I do support the Midway Landfill. I

think it is the best site, and truly the only site that this should even be considered. Thank you very much.

LIZ MACK: Thank you for your comment. Our next speaker is Vic.

VIC: Thank you just for the opportunity here. I want to also share my opinion. I think that the Midway would make the most sense. I do appreciate some of the comments that it is a landfill. It would probably cost a lot to fix and to mediate.

At the same time that will have to be dealt with either way in the future, and I think that if you have a suitable site for such an operation as this, it would be great to take advantage of that to mediate at this time and to make things work.

I think it's also harder for the residents in the Federal Way site to have to deal with all these changes because now we are impacting homeowners and families who have to move out.

I personally have family there who are already retired, and it's very, very hard for them to be able to deal with this.

In addition, it is much easier I think to have the overall area pitch in in terms of taxes and any kind of costs that may be incurred versus having to impact and have all of this pressure weighed upon the shoulders of just a few

families and a few businesses in that smaller area there. I thank you for the opportunity to share my opinion.

LIZ MACK: It looks like our next speaker will be Bill.

BILL: First time to use this Zoom system, so bear with me. Regarding the Midway Landfill, I'm also for that. My whole family's for that.

When I look at the projects that Sound Transit has in work, the extension to West Seattle, Issaquah and these other sites or locations, the costs on your documentation are way more than the Midway Landfill.

If the Midway Landfill does end up costing more than the Federal Way sites, you need to put it in perspective, but it's far below what you're spending on other projects.

You need to step back, look at big pictures. It's not like it's just ominous over all the other constructions.

By building at Midway Landfill, you add jobs to the south end, and you do not take the jobs away from the location in Federal Way. One of your features is, yes, we bring in jobs, but going to Federal Way, yes, you delete jobs.

You replace some of those with your facility, so overall benefit to the south end to add a large increase in jobs instead of subtracting some to add yours. Thank you.

(The public hearing was

adjourned at 7:31 p.m.)

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I, the undersigned Washington Certified Court Reporter, do hereby certify:

That the foregoing proceedings held on the date indicated on the caption sheet were reported stenographically by me and thereafter reduced to typewriting under my direction;

I further certify that the transcription is true and correct to the best of my ability.

Signed this 2nd day of April, 2021.

/s/ Thad E. Byrd

Washington Certified Court Reporter
CCR No. 2052

Greg Greenstreet (Communications ID 472435)

| Greg Greenstreet (Communications ID 472435) | | |
|---|---|--|
| Comment ID | Comment Text | Response |
| 1 | <p>Hello, my name is Greg, and my question is on noise mitigation and how much contribution we believe the light rail yard will contribute to the environment where we have multiple trains and sharp tracks as the train's coming in and out. Do the wheels squeal? Are they unloading or disconnecting heavy equipment? I don't know. I worked in a facility down by Martin Luther King Way, the south end of Boeing Field. There's kind of an S curve that the lightrail goes through. The train actually squeals. I know that Sound Transit works on it quite often trying to mitigate the noise, but I was wondering if that single train is similar to what we have. It looks like about six tracks or a dozen tracks in the yard. What has the noise mitigation been or expectation?</p> | <p>An updated discussion of potential noise and vibration impacts from OMF South are discussed in Section 3.9, Noise and Vibration, and Appendix G2, Noise and Vibration Technical Report, in the Final EIS. The noise assessment evaluates the change in noise due to the project and is based on the existing noise levels in the environment before the project is introduced. It considers all noise sources within the OMF site, including train movements, vehicle washing, and vehicles entering/exiting from the mainline tracks.</p> <p>Sound Transit has committed to reducing any potential wheel squeal by installing wayside lubricators on tight radius curves for both the mainline track and within the OMF sites for all three build alternatives. Wheel squeal is discussed in more detail in Section 6.2 of Appendix G2, Noise and Vibration Technical Report.</p> <p>Noise mitigation is also discussed in Section 3.9.3 of the Final EIS and Section 8 of Appendix G2, Noise and Vibration Technical Report. No noise impacts were identified for operations within any of the three OMF South alternative sites. However, mitigation is recommended for LRV operation along the mainline track and for traffic noise as a result of modifications to the noise walls and berm adjacent to I-5.</p> |
| 2 | <p>I guess my personal opinion would be the Midway Landfill would be the more logical site because it's been a problem, eyesore, what to do with the past landfill, what to do with it.</p> | <p>Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> |

| Tim (Communications ID 472437) | | |
|--------------------------------|--|--|
| Comment ID | Comment Text | Response |
| 1 | <p>I think it is a place that is going to have the least effect on people because if we use the other two sites that are in Federal Way, there's going to be an effect on housing and there's going to be an effect on businesses.</p> <p>Of course, housing is a huge issue, and for us to take away either one of the sites is going to remove a bunch of residential housing. We're going to be removing some businesses, especially in the 344th site.</p> | <p>Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> <p>Section 3.3, Acquisitions, Displacements, and Relocations, of the 2023 Draft EIS and this Final EIS provides updated information on potential displacements. Section 3.3.4, Sound Transit Acquisition and Relocation Policy Summary, provides information on how Sound Transit would compensate all affected property owners according to the Sound Transit Real Property Acquisitions and Relocation Policy, Procedures, and Guidelines and in accordance with state relocation and property acquisitions laws.</p> |
| 2 | <p>The least amount of personal effect or human effect is going to be with the Midway Landfill.</p> <p>I understand the engineering issues with it. When it comes from an engineering standpoint, using either one, any one of the three different resolutions for the Midway Landfill, none of them sound really wonderful.</p> | <p>Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> |

| Suzanne Vargo (Communications ID 472438) | | |
|--|--|--|
| Comment ID | Comment Text | Response |
| 1 | <p>Have you guys taken into consideration your 75 truck trips plus the additional roughly 800 that the IRG businesses' warehouses will also be impacting on our area?</p> <p>320th, Highway 18 are both at maximum failure and have been for many, many years. We don't seem to be getting any relief there, and I'm concerned that we in the south end are just not going to be able to function.</p> | <p>The transportation analysis for OMF South does not use forecasts from specific businesses or developments. Rather, it estimates future traffic growth using a travel demand model that takes into account locally adopted land use plans throughout the region. The analysis applied the growth percentage and rerouted traffic based on roadway network changes necessary to access the proposed OMF South alternatives. Please see Final EIS Appendix G1, Transportation Technical Report, for more detail.</p> |
| 2 | <p>How we are going to function unless you have taken into consideration the other developments' plans in this area and the limited road availability that we have at this point?</p> | <p>Chapter 4 of the EIS considers the cumulative effects of OMF South with other proposed projects in the area. The list of other proposed projects was updated for the 2023 Draft EIS, which is reflected in this Final EIS. OMF South is not anticipated to result in cumulative impacts to traffic as described in Section 3.1, Transportation, of the Final EIS.</p> |
| 3 | <p>May I just say go Midway Landfill?</p> | <p>Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> |

| Margaret (Communications ID 472440) | | |
|-------------------------------------|--|--|
| Comment ID | Comment Text | Response |
| 1 | <p>Contrary to the prior speakers, I do not support the use of the Midway Landfill. I have some knowledge about what the problems are that are being experienced by the Federal Way construction link extension construction right now, and the expense it's causing. I believe that Sound Transit should not own the fact that the Midway Landfill is contaminated and the extra cost of hundreds of millions of dollars to mitigate the contamination that is at that site.</p> <p>There are many projects that are vying for a limited amount of money at this point. We've talked about the realignment. There's many other communities who need similar lightrail extensions without any sort of contributions from the City of Seattle, who owns that site or others who have responsibility for that site. I don't think we should be selecting that site. I think there are two other sites that are equally viable.</p> | <p>Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> |

| Susan Honda (Communications ID 472441) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | I also wanted to be on record that the city council voted to support the OMF South at the Midway Landfill. The city council has sent two letters to the Sound Transit board in support of that decision. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | <p>If this was to be built in Federal Way, we would lose housing. We would lose childcare, and we all know that with the pandemic, childcare has become a very real issue in which women, especially women have not been able to go to work because of lack of childcare.</p> <p>We would lose businesses, and we have two businesses that we know may not be able to be replaced because it would be too difficult to find something that would be suitable for them to be rebuilt.</p> <p>It would take away some money from our taxes here in Federal Way which support many, many things, and once again as a private citizen, I do support the Midway Landfill.</p> | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

| Vic (Communications ID 472442) | | |
|--------------------------------|---|--|
| Comment ID | Comment Text | Response |
| 1 | I think that the Midway would make the most sense. I do appreciate some of the comments that it is a landfill. It would probably cost a lot to fix and to mediate. At the same time that will have to be dealt with either way in the future, and I think that if you have a suitable site for such an operation as this, it would be great to take advantage of that to mediate at this time and to make things work. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | I think it's also harder for the residents in the Federal Way site to have to deal with all these changes because now we are impacting homeowners and families who have to move out. | Section 3.3, Acquisitions, Displacements, and Relocations, of the 2023 Draft EIS and this Final EIS provides updated information on potential displacements. Section 3.3.4, Sound Transit Acquisition and Relocation Policy Summary, provides information on how Sound Transit would compensate all affected property owners according to the Sound Transit Real Property Acquisitions and Relocation Policy, Procedures, and Guidelines and in accordance with state relocation and property acquisitions laws. |
| 3 | In addition, it is much easier I think to have the overall area pitch in in terms of taxes and any kind of costs that may be incurred versus having to impact and have all of this pressure weighed upon the shoulders of just a few families and a few businesses in that smaller area there. | Sound Transit is a regional agency funded partially by property taxes and car tab fees paid by property and vehicle owners in King, Pierce, and Snohomish counties. |

| Bill (Communications ID 472443) | | |
|---------------------------------|---|---|
| Comment ID | Comment Text | Response |
| 1 | Regarding the Midway Landfill, I'm also for that. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | When I look at the projects that Sound Transit has in work, the extension to West Seattle, Issaquah and these other sites or locations, the costs on your documentation are way more than the Midway Landfill. If the Midway Landfill does end up costing more than the Federal Way sites, you need to put it in perspective, but it's far below what you're spending on other projects. | The Link light rail extensions identified in the Sound Transit 3 Plan, including the extension to West Seattle and the extension from South Kirkland to Issaquah, include different project scope elements resulting in higher costs. For example, the extension from South Kirkland to Issaquah includes about 11.8 miles of mainline guideway and four stations. Due to this, the light rail extensions are anticipated to have higher costs than the OMF South alternatives. |
| 3 | By building at Midway Landfill, you add jobs to the south end, and you do not take the jobs away from the location in Federal Way. One of your features is, yes, we bring in jobs, but going to Federal Way, yes, you delete jobs. You replace some of those with your facility, so overall benefit to the south end to add a large increase in jobs instead of subtracting some to add yours. | Section 3.5, Economics, of the 2023 Draft EIS and this Final EIS identifies estimated business and employee displacements for each of the alternatives. Some displaced businesses may choose to relocate in the same area, while others may not. Since the relocation decisions are determined by individual business owners, the EIS does not calculate a net job gain/loss. |

OPERATIONS & MAINTENANCE FACILITY SOUTH DRAFT EIS

ONLINE PUBLIC MEETING & HEARING

March 30, 2021

REPORTED BY: Thad Byrd, CCR
REPORTED ON: 3/30/21

THURSDAY, MARCH 30, 2021

12:12 p.m.

-- oo 0 oo --

LIZ MACK: Our first speaker is Arnie.

ARNIE: One of the things I'm rather concerned about is the people that are affected by the EIS, especially the 346th area estimates do not seem to be a good way to share in how many jobs will be affected.

They grossly undercount some of the parcels that are there. They put a little asterisk by it and say 11, but that area has branched down.

There's 67 separate parcels in that property, and they're owned by different people and to lump them into one is really unconscionable.

The other thing I would say as far as the jobs, it says 470 new jobs. It really doesn't count all the jobs that are being lost, and that's why it's important to get an actual count done.

If they could include how many jobs are being lost, that benefits greatly the decrease for the number of jobs, and the tax base that is lost choosing either 336th or 348th is significant to the City of Federal Way.

I would just strongly encourage people, despite the

problems, to use the Federal Way landfill for the OMF South.

LIZ MACK: Thank you for your comment, Arnie.

JEANNE BURBIDGE: I appreciate the opportunity to make a couple of comments. I noticed the concern about the additional cost for the Midway Landfill site.

However, there should be additional resources available because of the fact this is a Superfund site. There is something called Brownfield money that may be called something else now, but in the past has been used to address similar kinds of conditions of property that is virtually unusable for any purpose without improvements and dealing with the damage that has been done to that property through the landfill.

I believe that using the Midway Landfill site would actually have a double benefit in providing a very good location in terms of its accessibility and its lack of causing business displacement or social displacement or other kinds of environmental concerns and problems, whereas both of the Federal Way locations have been found to result in social concerns and displacements, residential displacements, business displacements, employee reductions and environmental concerns in terms of the wetlands in terms of the forest and in terms of the streams with the network that's very present throughout that area, so indeed my strong recommendation would be the Midway Landfill site. Thank

you.

LIZ MACK: Thank you for your comments.

T. NEWBERRY: Thanks for this opportunity. I would just like to kind of say I think the Midway Landfill site probably does have a few things going for it without disrupting other folks and businesses. That's first and foremost.

I also wanted to comment or ask a question as to whether or not a waste conversion facility may have been thought about for this site, which may help clean up the site, create some economic opportunities possibly for Sound Transit, there being some definite benefits to the Kent and Federal Way areas and have the opportunity to create real sustainability, so I'm just wondering if that had been considered at all.

LIZ MACK: Great, thank you very much for your comment.

(The public hearing was
adjourned at 12:56 p.m.)

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I, the undersigned Washington Certified Court Reporter, do hereby certify:

That the foregoing proceedings held on the date indicated on the caption sheet were reported stenographically by me and thereafter reduced to typewriting under my direction;

I further certify that the transcription is true and correct to the best of my ability.

Signed this 2nd day of April, 2021.

/s/ Thad E. Byrd

Washington Certified Court Reporter
CCR No. 2052

| Arnold Dewalt (Communication ID 472444) | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | They grossly undercount some of the parcels that are there. They put a little asterisk by it and say 11, but that area has branched down. There's 67 separate parcels in that property, and they're owned by different people and to lump them into one is really unconscionable. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | The other thing I would say as far as the jobs, it says 470 new jobs. It really doesn't count all the jobs that are being lost, and that's why it's important to get an actual count done. If they could include how many jobs are being lost, that benefits greatly the decrease for the number of jobs, and the tax base that is lost choosing either 336 th or 348 th is significant to the City of Federal Way. | Section 3.5, Economics, of the 2023 Draft EIS and this Final EIS describes impacts of displacement on tax base and identifies estimated business and employee displacements for each alternative. Some displaced businesses may choose to relocate in the same area, while others may not. Since the relocation decisions are determined by individual business owners, the EIS does not calculate a net job gain/loss. |
| 3 | I would just strongly encourage people, despite the problems, to use the Federal Way landfill for the OMF South. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

| Jeanne Burbidge (Communications ID 472445) | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 1 | I noticed the concern about the additional cost for the Midway Landfill site. However, there should be additional resources available because of the fact this is a Superfund site. There is something called Brownfield money that may be called something else now, but in the past has been used to address similar kinds of conditions of property that is virtually unusable for any purpose without improvements and dealing with the damage that has been done to that property through the landfill. | Please see the response to Common Comment 5 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | I believe that using the Midway Landfill site would actually have a double benefit in providing a very good location in terms of its accessibility and its lack of causing business displacement or social displacement or other kinds of environmental concerns and problems, whereas both of the Federal Way locations have been found to result in social concerns and displacements, residential displacements, business displacements, employee reductions and environmental concerns in terms of the wetlands in terms of the forest and in terms of the streams with the network that's very present throughout that area, so indeed my strong recommendation would be the Midway Landfill site. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

| T Newberry (Communications ID 472446) | | |
|---------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | I would just like to kind of say I think the Midway Landfill site probably does have a few things going for it without disrupting other folks and businesses. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | I also wanted to comment or ask a question as to whether or not a waste conversion facility may have been thought about for this site, which may help clean up the site, create some economic opportunities possibly for Sound Transit, there being some definite benefits to the Kent and Federal Way areas and have the opportunity to create real sustainability, so I'm just wondering if that had been considered at all. | Sound Transit was formed to provide regional transit. Waste conversion facilities are outside its mission. |

From: Diana Mac [REDACTED]
Sent: Wednesday, March 31, 2021 2:20 PM
To: OMF South <OMFsouth@soundtransit.org>
Cc: [REDACTED]
Subject: Feedback

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the “fish” button in Outlook.
Thank you! ST Information Security

You have made yourself public enemy #1. I am no longer interested in any of your services.

| Diana Mac (Communications ID 472536) | | |
|--------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | You have made yourself public enemy #1. I am no longer interested in any of your services. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Concerning the OMF South & S 344th St Federal Way

Cynthia [REDACTED]

Thu 4/1/2021 3:18 PM

To:OMFSouthDEIS <OMFSouthDEIS@soundtransit.org>
[REDACTED]

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the "fish" button in Outlook. Thank you! ST Information Security

Members of the Sound Transit Board,

I have read the Draft EIS Statement for your OMF South facility. Based on your research, selecting the S 344th Street site would eliminate over 248 jobs from the community, evict 3 churches, level more than 67 affordable homes, and erase 12 small businesses and the last industrial blue-collar jobs in Federal Way. Our community cannot afford to lose this neighborhood.

Please consider the other sites instead of this one. This is an easy choice, backed up by your data, that I expect you to make to benefit our community.

I believe the Midway Landfill would be the most appropriate site for a train yard. The site is already being used to build the infrastructure for the trains. It makes sense to continue to build up that site for the train yard and to not displace established neighborhoods, communities, homes and businesses.

Thank you.

Cynthia Phillips
[REDACTED]

Sent from Xfinity Connect Application

| Cynthia Phillips (Communications ID 472537) | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | I believe the Midway Landfill would be the most appropriate site for a train yard. The site is already being used to build the infrastructure for the trains. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: [REDACTED]
Sent: Monday, April 5, 2021 1:32:10 PM
To: OMF South Scoping <OMFsouthscoping@soundtransit.org>
Subject: Sound transit OMF

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the “fish” button in Outlook.
Thank you! ST Information Security

We have lived within 3 to 4 miles of site 10A for over 45 years in our home. I have made many friends that live within that site 10A and have visited some of the businesses too. There are a lot of people that have lived there for most of their lives and are elderly. These elderly people have nowhere else to go at this time in their lives and can not afford to move and start all over. There are also a lot of low income people that can't just pick up and move. All these people have found stability that they have never had before. It isn't right to take that away. There are also 3 churches within site 10A.

**It is the only industrial site in Federal Way.
You say you are going to add lots of jobs
but you are taking jobs away from people
that have been working at these companies
earning job security and seniority and may
not be hired somewhere else.**

Elleno's has put millions of dollars into its facility to make the world's best yogurt factory. Other businesses have worked hard running their businesses to offer what this area needs. Please don't take the homes away from my friends. Also please don't make our business owners and employees lose their jobs so they can't support their families.

Please do not consider site 10A & choose one of the other 2 sites.

Thank you
Cindy Broyles

| Cindy Broyles (Communications ID 472538) | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 1 | There are a lot of people that have lived there for most of their lives and are elderly. These elderly people have no where else to go at this time in their lives and can not afford to move and start all over. There are also a lot of low income people that can't just pick up and move. All these people have found stability that they have never had before. It isn't right to take that away. There are also 3 churches within site 10A. | Please see the response to Common Comment 2 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | It is the only industrial site in Federal Way. You say you are going to add lots of jobs but you are taking jobs away from people that have been working at these companies earning job security and seniority and may not be hired some where else. Elleno's has put millions of dollars into its facility to make the world's best yogurt factory. Other businesses have worked hard running their businesses to offer what this area needs. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 3 | Please do not consider site 10A & choose one of the other 2 sites. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: deborah mcgarry [REDACTED]
Sent: Monday, April 5, 2021 3:02 PM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: Protect federalway

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the “fish” button in Outlook. Thank you! ST Information Security

Please do not take away my Church. I attend Christian Faith Center in Federal Way. Why would you take away a church who contributes to the community, instead of a land fill. The land fill would be better, making something ugly into something useful!! Please use the landfill!! 🙏🙏🙏

Sincerely

Debi McGarry
Citizen of Federal Way

| Deborah McGarry (Communications ID 472726) | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 1 | Please do not take away my Church. I attend Christian Faith Center in Federal Way. Why would you take away a church who contributes to the community, instead of a land fill. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | The land fill would be better, making something ugly into something useful!! Please use the landfill!! | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: Sheryl DeTray [REDACTED]
Sent: Thursday, April 8, 2021 1:11 PM
To: OMFSouthDEIS@soundtransit.org
Subject: Public comment on Light Rail South Maintenance Facility - Midway Landfill

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the “fish” button in Outlook.
Thank you! ST Information Security

I am a resident of Federal Way and greatly concerned about the two alternatives for the LR South Operations and Maintenance Facility proposed for Federal Way. Both options will negatively impact the fragile Hylebos Creek and wetlands ecosystem. Negative environmental impacts affect the local acreage and all the way down the watershed to where it drains directly into the Puget Sound. Both Federal Way locations also displace numerous residential, business and worship centers. The Christian Life Center is a large facility and would be difficult to relocate.

The Midway Landfill alternative is the best choice because it is already publicly owned and mostly vacant. As a Superfund site, I know it will be more expensive and take longer to prepare the site, but it is an excellent use of such property. Additionally, no mainline track needs to be built or maintained.

Federal Way is looking forward to having Light Rail coming to our city, but we do not want the negative environmental and social costs that are proposed.

Please choose the Midway Landfill alternative for the South Operations and Maintenance facility.

Thank you,
Sheryl DeTray
[REDACTED]

| Sheryl DeTray (Communications ID 472727) | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 1 | I am a resident of Federal Way and greatly concerned about the two alternatives for the LR South Operations and Maintenance Facility proposed for Federal Way. Both options will negatively impact the fragile Hylebos Creek and wetlands ecosystem. Negative environmental impacts affect the local acreage and all the way down the watershed to where it drains directly into the Puget Sound. | Please see the response to Common Comment 3 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | The Midway Landfill alternative is the best choice because it is already publicly owned and mostly vacant. As a Superfund site, I know it will be more expensive and take longer to prepare the site, but it is an excellent use of such property. Additionally, no mainline track needs to be built or maintained. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472732

OMF South DEIS OOH Comment 62

04/09/2021

Terri Tollie

After reading your three proposals I believe that the best solution and best choice for them would be the midway site because there's less people affected and less businesses affected. Thank you

| Terri Tollie (Communications ID 472732) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | After reading your three proposals I believe that the best solution and best choice for them would be the midway site because there's less people affected and less businesses affected. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472735

OMF South DEIS OOH Comment 61

04/09/2021

Becky Tougher

The 336th street site should be the selected site. The Midway Landfill site has the highest cost, highest probability of significant cost overruns due to unknowns regarding the landfill and the longest construction time. The 344th site displaces more businesses and employees along with more residential displacements. The impact to streams and wetlands is similar for the 336th and 344th sites. The 336th site has less of an impact on businesses and residents than the other options for approximately the same amount of money as the 344th site are the reasons for choosing the 336th site as the preferred site.

| Becky Tougher (Communications ID 472735) | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 1 | The Midway Landfill site has the highest cost, highest probability of significant cost overruns due to unknowns regarding the landfill and the longest construction time. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | The 344th site displaces more businesses and employees along with more residential displacements. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 3 | The 336th site has less of an impact on businesses and residents than the other options for approximately the same amount of money as the 344th site are the reasons for choosing the 336th site as the preferred site. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472737

OMF South DEIS OOH Comment 60

04/09/2021

Arthur McIrvine

It appears that the midway site will have the least amount of disruption on peoples dwellings, businesses, the environment (Hylebos drainage system), and traffic flow in the city of Federal Way which also increases the carbon emissions. This is where I believe it should be built.

| Arthur Mclrvin (Communications ID 472737) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | It appears that the midway site will have the least amount of disruption on peoples dwellings, businesses, the environment (Hylebos drainage system), and traffic flow in the city of Federal Way which also increases the carbon emissions. | Please see the responses to Common Comments 3 and 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472738

OMF South DEIS OOH Comment 59

04/09/2021

Bruce Honda

The human impact of placing the OMF in Federal Way will be devastating beyond any differences in cost to mitigate use of the Midway landfill site. As an engineer I seriously question the cost estimates as well as the potential to get federal super site funding. It could actually cost our taxpayers less in the long run. I would strongly recommend discussions with our Congressional delegation and even President Biden to include the Midway site in the Infrastructure Bill. Thank you

| Bruce Honda (Communications ID 472738) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | The human impact of placing the OMF in Federal Way will be devastating beyond any differences in cost to mitigate use of the Midway landfill site. I would strongly recommend discussions with our Congressional delegation and even President Biden to include the Midway site in the Infrastructure Bill | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472739

OMF South DEIS OOH Comment 58

04/09/2021

Susan Johnson

I believe that the Midway site is the best alternative, despite additional costs and time to construct. This landfill site is contaminated and a blight to S. King Co. The construction of an OMF site would bring the property up to its highest and best use without impacting the lives of King Co residents. Perhaps additional federal money could be accessed for this site.

| Susan Johnson (Communications ID 472739) | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 1 | I believe that the Midway site is the best alternative, despite additional costs and time to construct. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | Perhaps additional federal money could be accessed for this site. | Please see the response to Common Comment 5 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472740

OMF South DEIS OOH Comment 57

04/09/2021

Denali Pavlich-Wheeler

The Midway Landfill Alternative should be advanced as the preferred alternative site. The impact on the neighborhood and community members is much more favorable than removing neighbors from their homes at the other alternative sites.

| Denali Pavlich Wheeler (Communications ID 472740) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | The Midway Landfill Alternative should be advanced as the preferred alternative site. The impact on the neighborhood and community members is much more favorable than removing neighbors from their homes at the other alternative sites. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 472741

OMF South DEIS OOH Comment 56

04/09/2021

AnnMichelle Hart

I propose taking the Church property. I will explain my thoughts and how I got to that decision: Of the three sites I favor the Landfill site but I'm concerned about the vast cost differential this site will require. San Diego has a runway on landfill so we know it can be done. I'm not sure post-pandemic our region can afford the extra cost. The industrial business loss to the City of Federal Way would be a huge impact - far beyond the dollars quoted. Those jobs will be lost, a number of the families probably would leave the city for jobs elsewhere. I'm not willing to take that chance. We need all the home-grown businesses we have. We are trying to end our legacy of being a just a bedroom community for other bigger cities like Seattle and Tacoma. That leaves the Church property. Christian Faith Center has moved a number of times in its existence. It can move again without harm to the church community. They will be compensated for the infrastructure and they are free to reinvest in other property. The true "church" is its people, its community of believers, not the building. Please, I urge you to take the Church property so as to do the least harm to our City.

| AnnMichelle Hart (Communications ID 472741) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | I propose taking the Church property. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | Of the three sites I favor the Landfill site but I'm concerned about the vast cost differential this site will require. San Diego has a runway on landfill so we know it can be done. I'm not sure post-pandemic our region can afford the extra cost. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 3 | The industrial business loss to the City of Federal Way would be a huge impact - far beyond the dollars quoted. Those jobs will be lost, a number of the families probably would leave the city for jobs elsewhere. I'm not willing to take that chance. We need all the home-grown businesses we have. We are trying to end our legacy of being a just a bedroom community for other bigger cities like Seattle and Tacoma. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Comment on Maintenance Sight Selection

Bobl Dockstader [REDACTED]

Fri 4/9/2021 12:39 PM

To:OMFSouthDEIS <OMFSouthDEIS@soundtransit.org>

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I believe that the only responsible option for Sound Transit's south maintenance facility is the Midway landfill sight. It minimizes commercial and residential disruption. Further, I understand that US Government funds are available for remediation of the site.

The Midway site is truly the responsible choice.

Robert A Dockstader
[REDACTED]

[Present and future light rail user]

| Robert Dockstader (Communications ID 472818) | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 1 | I believe that the only responsible option for Sound Transit's south maintenance facility is the Midway landfill sight. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | Further, I understand that US Government funds are available for remediation of the site. | Please see the response to Common Comment 5 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

South OMF Site

Michael Brugato

Fri 4/9/2021 1:46 PM

To:OMFSouthDEIS <OMFSouthDEIS@soundtransit.org>

Cc:Ferrell, Jim <Jim.Ferrell@cityoffederalway.com>;council@cityoffederalway.com <council@cityoffederalway.com>

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Sound Transit is currently considering potential alternatives for the location of the new South Operations and Maintenance Facility (OMF). The focus seems to be narrowing on two of them: South 336th Street and South 344th Street. This, to me, appears a willful disregard to local area communities when a much more logical alternative exists: use of the Kent Midway Landfill site.

The 336th & 344th Street alternatives are detrimental to the local community with regard to housing and business displacement. The resulting disruption serves to negate much of the positive impact the OMF would have on providing more jobs to the area. Additionally, an OMF in the 336th or 344th Street sites would have a detrimental impact on Hylebos Creek. Building the OMF on the Midway Landfill site would eliminate displacement of residents and businesses further enhancing the OMF's benefits to local communities. Use of the landfill site returns a formerly polluted location to productive use instead of doing environmental harm to another area.

The Kent Midway Landfill Superfund Site has been deemed "Site Ready for Reuse and Redevelopment" since 2007. One of the goals of Superfund Cleanup is to return a site to productive use. What better use for this particular site? The eastern perimeter of the site is already being developed for the widening of I-5 and the Federal Way Link Light Rail Extension Project. To use the site to further support our region's transportation infrastructure by choosing it as the South OMF site is a logical next step.

Developing the Midway Landfill Superfund site will be more expensive in the short term, but the long term benefits brought about by added OMF jobs without disruption to local communities and their ecosystems is more than worth that cost.

Investing in the South OMF at the Kent Midway Landfill site now is not only the right thing to do, it is a social, economic and ecological imperative.

| Michael Brugato (Communications ID 472819) | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 1 | The 336th & 344th Street alternatives are detrimental to the local community with regard to housing and business displacement. The resulting disruption serves to negate much of the positive impact the OMF would have on providing more jobs to the area. | Please see the response to Common Comment 2 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | Additionally, an OMF in the 336th or 344th Street sites would have a detrimental impact on Hylebos Creek. | Please see the response to Common Comment 3 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 3 | Developing the Midway Landfill Superfund site will be more expensive in the short term, but the long term benefits brought about by added OMF jobs without disruption to local communities and their ecosystems is more than worth that cost. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

South King County OMF Site - Kent Midway Landfill

Karen Brugato [REDACTED]

Fri 4/9/2021 4:21 PM

To:OMFSouthDEIS <OMFSouthDEIS@soundtransit.org>

Cc:Shinbo Sandy <sandyshinbo@comcast.net>

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April 09, 2021

Dear Sound Transit,

Please consider using the Midway Landfill for your maintenance base. Reclaiming the land would benefit our entire area and show that you are indeed interested in the environment. The other two locations suggested would have a tragic impact on our little community and could possibly cause damage to the Hylebos Wetlands we have ferociously protected and cared for while developing the Federal Way community.

Please think of our children, our community, and our future. Choose the Midway Landfill.

Thank you,
Sandy Shinbo

[REDACTED]

| Sandy Shinbo (Communications ID 472820) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | Please consider using the Midway Landfill for your maintenance base. Reclaiming the land would benefit our entire area and show that you are indeed interested in the environment. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | The other two locations suggested would have a tragic impact on our little community and could possibly cause damage to the Hylebos Wetlands we have ferociously protected and cared for while developing the Federal Way community. | Please see the response to Common Comment 3 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: Ken Broyles [REDACTED]
Sent: Monday, April 12, 2021 3:14 PM
To: omfsouthdeis@soundtransit.org
Subject: 344th Site

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Thank you! ST Information Security

Why is GarageTown on site 10A listed as one property when we have 57 owners that pay taxes on 67 garages? It seems very unfair with the numbers on the Draft EIS process. These garages are an extension to our homes. There are businesses operating within Garage Town also.

Best Regards, Kenneth Broyles

| Ken Broyles (Communications ID 472853) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | Why is Like a on site 10A listed as one property when we have 57 owners that pay taxes on 67 garages? It seems very unfair with the numbers on the Draft EIS process. These garages are an extension to our homes. There are businesses operating within Garage Town also. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: Edward Etheridge [REDACTED]
Sent: Monday, April 12, 2021 3:11 PM
To: OMFSouthDEIS@soundtransit.org <OMFSouthDEIS@soundtransit.org>; emailtheboard@soundtransit.org
Subject: OMF South Train Yard belongs at the Kent Landfill

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Thank you! ST Information Security

To whom it may concern:

The Sound Transit railyard belongs at the Kent Midway Landfill.

A mature Superfund landfill next to a busy freeway & major arterial (Pacific Highway South) will have no better opportunity for it to be repurposed in the foreseeable future.

Too contaminated for housing. Too close to the freeway for ball fields. Too small for a golf course (and too noisy). And course the poorly designed cap – shaped to save the PRPs money while limiting future use (which they have no interest in).

Putting the railyard at another location would repeat the eco-imperialism that brought forth this Superfund site to begin with – another example of Seattle (then city of Seattle, now Sound Transit) trying to export their problems to other cities while retaining the benefits for themselves.

The additional costs beyond what Sound Transit wants to pay should be the responsibility of the PRP (city of Seattle), the EPA, the Washington State Department of Ecology and the Washington State Department of Transportation who during the Superfund process helped create an unmanageable landfill cap to begin with.

Thanks,

Ted Etheridge

Sent from [Mail](#) for Windows 10

| Edward Etheridge (Communications ID 472854) | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | The Sound Transit railyard belongs at the Kent Midway Landfill. A mature Superfund landfill next to a busy freeway & major arterial (Pacific Highway South) will have no better opportunity for it to be repurposed in the foreseeable future. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | The additional costs beyond what Sound Transit wants to pay should be the responsibility of the PRP (city of Seattle), the EPA, the Washington State Department of Ecology and the Washington State Department of Transportation who during the Superfund process helped create an unmanageable landfill cap to begin with. | Please see the response to Common Comment 5 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Sound Transit Location

tONI Findt

Tue 4/13/2021 9:36 AM

To:OMFSouthDEIS <OMFSouthDEIS@soundtransit.org>

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We believe that the Midway Landfill is the best location for this project. Give the unused property a purpose. Accessing super fund dollars for cleanup will lower costs.

The Midway Landfill needs to be cleaned . If not now for this project, later for some other and at a higher cost.

Midway Landfill location dose not disrupt our places of worship, jobs and green spaces we value so much !

Respectfully

Bruce and Toni Findt of Federal Way WA

Sent from my Verizon, Samsung Galaxy smartphone

Get [Outlook for Android](#)

| Bruce Findt, Toni Findt (Communications ID 472933) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | We believe that the Midway Landfill is the best location for this project. Give the unused property a purpose. Accessing super fund dollars for cleanup will lower costs. The Midway Landfill needs to be cleaned. If not now for this project, later for some other and at a higher cost. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: Edward Miller [REDACTED]
Sent: Tuesday, April 13, 2021 10:16 AM
To: OMFSouthDEIS@soundtransit.org
Subject: Errors in the OMF South Draft EIS

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The Draft EIS does not correctly count the number of property owners and businesses that would be impacted by building the OMFS on the South 344th site.

The Garage Town facility at 2010 S 344th Street is a condominium consisting of 67 individually-owned tax parcels. The Draft EIS does not classify Garage Town owners as commercial owners or residential owners and these individuals are not included in the count of property owners or parcels (even though occupants of a 4 plex were so counted). See Table ES-1 on page ES-17 of the Executive Summary. The table only shows 20 Residential and 11 Business Displacements for the entire South 344th Street Site. Garage Town alone has 67 separate individual Condominium parcels and owners. Also see Table 3.5-5 in the Draft EIS.

This inaccurate count distorts the true number of individuals impacted in the data for the South 344th Street site contained in the Executive Summary. These inaccuracies must be corrected before the final EIS is completed so that the true scope of the impact on the Federal Way community is known before the “preferred alternative” is selected.

In addition, there is no indication in the Draft EIS that there is NO other facility like Garage Town in the Puget Sound area. Relocation of those property owners is not feasible because there is NO equivalent facility for them to move into. Multiple businesses, landlords, and private owners would be eliminated from the community as a result. This adverse impact on the community should be clearly stated in the final EIS so that this undesirable outcome can be properly taken into account as the final siting decision is made.

Thank you for your attention in this matter.

Sincerely,
Edward C. Miller

| Edward Miller (Communications ID 472935) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | <p>The Draft EIS does not correctly count the number of property owners and businesses that would be impacted by building the OMFS on the South 344th site.</p> <p>The Garage Town facility at 2010 S 344th Street is a condominium consisting of 67 individually-owned tax parcels. The Draft EIS does not classify Garage Town owners as commercial owners or residential owners and these individuals are not included in the count of property owners or parcels (even though occupants of a 4 plex were so counted). See Table ES-1 on page ES-17 of the Executive Summary. The table only shows 20 Residential and 11 Business Displacements for the entire South 344th Street Site. Garage Town alone has 67 separate individual Condominium parcels and owners. Also see Table 3.5-5 in the Draft EIS.</p> <p>This inaccurate count distorts the true number of individuals impacted in the data for the South 344th Street site contained in the Executive Summary. These inaccuracies must be corrected before the final EIS is completed so that the true scope of the impact on the Federal Way community is known before the “preferred alternative” is selected.</p> | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | <p>In addition, there is no indication in the Draft EIS that there is NO other facility like Garage Town in the Puget Sound area. Relocation of those property owners is not feasible because there is NO equivalent facility for them to move into. Multiple businesses, landlords, and private owners would be eliminated from the community as a result. This adverse impact on the community should be clearly stated in the final EIS so that this undesirable outcome can be properly taken into account as the final siting decision is made.</p> | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: Yvonne Fors [REDACTED]
Sent: Tuesday, April 13, 2021 2:43 PM
To: OMFSouthDEIS@soundtransit.org
Subject: New Sound Transit Site

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Thank you! ST Information Security

I am writing to ask that you take the Garage Town Site (S 344th site) off of your list of potential locations.

There are several reasons for this request as a life time resident in the Puget Sound area I have had to look at the Midway landfill and it would only make sense to use a location as the next Transit Site.

Not only is Garage Town a very new development, but it is a location that affects 58 households whether for business or personal use and would create a hardship for all owners to find a new location especially as construction costs have skyrocketed and property values have continued to go up.

From an economic reason Garage Town is the only site that provides real estate and other taxes (S 344th street has 109 tax parcels) compare to the landfill site and Christian Faith Center site that has exemptions.

Christian Faith Center has shown interest in selling their site and would make it a win win for both buyer and seller.

It does not make sense for Sound Transit to pick a location where people will be losing their jobs and businesses (S 344th Site) compared to two other locations (landfill and Christian Faith Center) that would not affect businesses and employment.

For these reasons, I believe it is very clear that the S 344th site should no longer be a consideration for the new Sound Transit Location.

Yvonne Fors
[REDACTED]

| Yvonne Fors (Communications ID 472936) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | I am writing to ask that you take the Garage Town Site (S 344thsite) off of your list of potential locations. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | I have had to look at the Midway landfill and it would only make sense to use a location as the next Transit Site. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: Scott Carson [REDACTED]
Sent: Tuesday, April 13, 2021 10:25 AM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: Environmental Impact Statement Comments

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Good morning,

As a potentially affected property owner of the OMF South project I would like to offer a couple of comments/concerns relative to the recently released draft environmental impact statement. I will begin my comments by saying I believe the correct decision would be the Midway site. I fully recognize the potential issues associated with this site but also believe not all avenues associated with mitigation (such as state and/or federal support) have been investigated.

As a property owner affected by the 344th site, I am dismayed that we do not get included as affected property owners because we are “not residents”. The 55 + owners of individual condominium garages in the GarageTown complex have, in fact, invested hundreds of thousands of dollars in their units and yet do not get represented as “affected”. We pay property taxes on those units, we maintain them and conduct daily activities, in many cases, at those units. Those interests and investments are not addressed in the draft statements and that is grossly unfair to the affected owners.

The second concern I have as a resident of the Federal Way community is the very adverse impact the 344th site would have on the community. The draft document addresses the number of new jobs and the volume of activity the OMF would create. It does not address the very restricted access to the 344th site and the adverse impact to businesses in the area. The 344th site is the only one of the three sites that does not have direct access from Hwy 99. The access routes to the 344th site is via three two lane avenues. If the plan is to improve access, those costs should be included in the cost of developing the site and not added as an afterthought.

As has been stated in a number of public comments that I have made over the last two years or so, the impact to our community is not being adequately addressed. Neighborhoods are being directly affected by property condemnation, noise pollution, environmental challenges, and loss of small businesses which are the heart and sole of our community.

The Board has an opportunity to do the right thing for the long term benefit of the region by choosing to mitigate the Midway site and turn a community eyesore into productive real estate.

Thank you for taking the time to understand the Communities concerns and the concerns of the property owners that support this community.

Scott Carson

Sent from [Mail](#) for Windows 10

| Scott Carson (Communication ID 473487) | | |
|--|---|--|
| Comment ID | Comment Text | Response |
| 1 | I will begin my comments by saying I believe the correct decision would be the Midway site. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | I fully recognize the potential issues associated with this site but also believe not all avenues associated with mitigation (such as state and/or federal support) have been investigated. | Please see the responses to Common Comments 4 and 5 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 3 | As a property owner affected by the 344thsite, I am dismayed that we do not get included as affected property owners because we are “not residents”. The 55 + owners of individual condominium garages in the GarageTown complex have, in fact, invested hundreds of thousands of dollars in their units and yet do not get represented as “affected”. We pay property taxes on those units, we maintain them and conduct daily activities, in many cases, at those units. Those interests and investments are not addressed in the draft statements and that is grossly unfair to the affected owners. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 4 | The second concern I have as a resident of the Federal Way community is the very adverse impact the 344thsite would have on the community. The draft document addresses the number of new jobs and the volume of activity the OMF would create. It does not address the very restricted access to the 344thsite and the adverse impact to businesses in the area. | Section 3.2, Transportation, and Section 3.5, Economics, of the 2023 Draft EIS and this Final EIS discuss site access and business impacts for each alternative. The South 344th Street Alternative is not expected to increase traffic congestion to surrounding streets. |
| 5 | The 334thsite is the only one of the three sites that does not have direct access from Hwy 99. The access routes to the 344thsite is via three two lane avenues. If the plan is to improve access, those costs should be included in the cost of developing the site and not added as an afterthought. | The conceptual capital cost estimates for each alternative include necessary transportation infrastructure improvements for access to and surrounding the site. |

From: Ron Anderson [REDACTED]
Sent: Wednesday, April 14, 2021 8:24 PM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: OMF South

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Board members,

The Draft EIS does not correctly count the number of property owners and businesses that would be impacted by building the OMFS on the South 344th site.

The Garage Town facility at 2010 S 344th Street is a condominium consisting of 67 individually-owned tax parcels. The Draft EIS does not classify Garage Town owners as commercial owners or residential owners and these individuals are not included in the count of property owners or parcels (even though occupants of a 4 plex were so counted). See Table ES-1 on page ES-17 of the Executive Summary. The table only shows 20 Residential and 11 Business Displacements for the entire South 344th Street Site. Garage Town alone has 67 separate individual Condominium parcels and owners. Also see Table 3.5-5 in the Draft EIS.

This inaccurate count distorts the true number of individuals impacted in the data for the South 344th Street site contained in the Executive Summary. These inaccuracies must be corrected before the final EIS is completed so that the true scope of the impact on the Federal Way community is known before the “preferred alternative” is selected.

In addition, there is no indication in the Draft EIS that there is NO other facility like Garage Town in the Puget Sound area. Relocation of those property owners is not feasible because there is NO equivalent facility for them to move into. Multiple businesses, landlords, and private owners would be eliminated from the community as a result. This adverse impact on the community should be clearly stated in the final EIS so that this undesirable outcome can be properly taken into account as the final siting decision is made.

Thank you for your attention in this matter.

Sincerely,
Ron Anderson
Garage Town Federal Way Owner

Sent from [Mail](#) for Windows 10

| Ron Anderson (Communications ID 473489) | | |
|---|--|--|
| Comment ID | Comment Text | Response |
| 1 | <p>The Draft EIS does not correctly count the number of property owners and businesses that would be impacted by building the OMFS on the South 344th site.</p> <p>The Garage Town facility at 2010 S 344th Street is a condominium consisting of 67 individually-owned tax parcels. The Draft EIS does not classify Garage Town owners as commercial owners or residential owners and these individuals are not included in the count of property owners or parcels (even though occupants of a 4 plex were so counted). See Table ES-1 on page ES-17 of the Executive Summary. The table only shows 20 Residential and 11 Business Displacements for the entire South 344th Street Site. Garage Town alone has 67 separate individual Condominium parcels and owners. Also see Table 3.5-5 in the Draft EIS.</p> <p>This inaccurate count distorts the true number of individuals impacted in the data for the South 344th Street site contained in the Executive Summary. These inaccuracies must be corrected before the final EIS is completed so that the true scope of the impact on the Federal Way community is known before the “preferred alternative” is selected.</p> | <p>Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> |
| 2 | <p>In addition, there is no indication in the Draft EIS that there is NO other facility like Garage Town in the Puget Sound area. Relocation of those property owners is not feasible because there is NO equivalent facility for them to move into. Multiple businesses, landlords, and private owners would be eliminated from the community as a result. This adverse impact on the community should be clearly stated in the final EIS so that this undesirable outcome can be properly taken into account as the final siting decision is made.</p> | <p>Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> |

From: Suzanne Vargo [REDACTED]
Sent: Thursday, April 15, 2021 4:27 PM
To: OMF South <OMFsouth@soundtransit.org>; Susan Honda <Susan.Honda@cityoffederalway.com>; linda.kochmar@cityoffederslway.com <linda.kochmar@cityoffederslway.com>
Subject: O & M South

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I am looking to have a representative speak to me about alternative sites and environmental impacts.

Please return a phone call to [REDACTED]

Is Sound Transit SERIOUS about finding another OMF site other than the 2 in Federal Way?

What is the appeal process and fees for Sound Transit?

Will the link line be elevated as it travels south bound I-5 @ S. 336th St.?

When will the rezoning process begin? This is zoned as multifamily currently.

Is Sound Transit aware of the Concomitant Agreement that runs with the Christian Faith Center Property? Citizens have fought against thoughtless development, and upheld the CA. What enables Sound Transit to think they are above this document that runs into purtuity.?

The proposed 2 sites in FW lie within Major Streams. The Hylebos is listed as Class A waters under State water quality standards.

The western portion of the first site lies within a Resource Stream Protection Area. This area was significantly altered to accommodate the Church in 2007. Should we allow further destruction to these wetlands, and tributaries, when they have already sustained the maximum mitigations?

Is Sound Transit considering the cumulative impacts of not only an OMF, but the link line, as well as the development planned for the Weyerhaeuser Campus. Supreme Court ruled the City and IRG (owners of Campus) will utilize the Hylebos Watershed Plan and that all development be seen through cumulative eyes and the impacts to environment. The CFC property runs with a Concomitant Agreement. This document runs forever. How will Sound Transit go about opening up this agreement? The OMF is a part of that cumulative response. This area CAN NOT take any more pressure. i-5 and your link line will already cause significant problems, adding the 24/7 OMF site in this area will undoubtedly spell the end of the East Branch. How can ST justify this?

While this property lies just outside of the aquifer recharge area, the Milton Redondo resources are fed by groundwater runoff from Northlake (head waters) Weyerhauser Campus and Christian FC. there is a well head capture zone on what I believe is DOT property, (next to Ellenos Yogurt. Also this business is our largest employer in Federal Way. They have spent

over 5 million dollars in upgrading their facility. We should not be forcing this business or any others out of their property.

Do we think it is a conflict of interest for Parametrix to do the survey work when they are the same company that did the work for the Christian Faith Center?

Two other sites were chosen in 2017 Fife and S. 352nd St. What happened to these sites? They are both landfills. If the Midway dump is being dangled to the citizens (and let's be honest here, Midway is NEVER going to happen.) Sound Transit needs 3 options and putting a non-viable site in front of the people when it is NOT an option is less than transparent. So, if we would entertain the Midway landfill in all the time and \$\$ it would take to create, why can't we clean up The Kits Corner Puyallup landfill or the Fife landfill and place your facility in either spot. King County should clean this up as it is toxic to the land and residents. Heck you could easily buy the LLOYDs landfill, not technically a landfill, but yes, it is) clean that up, and have great access for trains coming off of I-5. The property recently sold and 2 million sq. ft of warehouses will occupy the site. I think your impervious impact would be less. Another option.

In this climate when Sound Transit is deficient in funds, these spots would be far less expensive and costly to the environment. The Kits Corner/Puyallup landfill is very doable. Public records request show emails from Sound Transit individuals all saying that for 20 million they can make anything flat, the census is that ST can do whatever they choose. Don't tell the public theses are possibilities, and that ST is open to new sites if that is not the case. According to one of your representatives, I was told that there will be NO other options to entertain. Your website and zoom meeting, all said this is NOT a done deal, and you will look at any viable site. Knowing the history to this property is key. I know what has been done in the past, anymore development, especially of this size, would forever eliminate, the Hylebos East Branch. This simply stated, CAN NOT HAPPEN.

I know another option can be had. I am forwarding these emails to Federal Way Council persons so we are all aware of other possibilities for the South OMF site.

I would enjoy a knowledgeable representative to reach out some urgency. With the public comment ending on the 19th, I know you will want to do your due diligence and provide the public with information requested.

Thank you for your time.

Suzanne


| Suzanne Vargo (Communication ID 473494) | | |
|---|---|--|
| Comment ID | Comment Text | Response |
| 1 | Is Sound Transit SERIOUS about finding another OMF site other than the 2 in Federal Way? | Sound Transit conducted an extensive alternative site assessment process in 2019 that resulted in the Sound Transit Board identifying the Midway Landfill, South 336th Street, and South 344th Street alternatives to study in the Draft EIS. More information can be found in the OMF South Alternatives Evaluation Technical Memorandum (https://www.soundtransit.org/sites/default/files/documents/operations-and-maintenance-facility-south-alternatives-evaluation-technical-memorandum.pdf). |
| 2 | What is the appeal process and fees for Sound Transit? | Sound Transit Resolution R2018-17 describes the agency's SEPA appeal process. Appeals must be filed in writing within 14 calendar days following the date the Final EIS is issued. The letter of appeal must be accompanied by a \$200 fee. |
| 3 | Will the link line be elevated as it travels south bound I-5 @ S. 336th St.? | Under the current design, the mainline would be elevated along I-5 as it passes S 336th Street. See Figure ES-3 in the Final EIS Executive Summary. |
| 4 | When will the rezoning process begin? This is zoned as multifamily currently. | <p>An Essential Public Facility is allowable under any zoning. As stated in Section 3.4, Land Use, of the 2023 Draft EIS and this Final EIS, OMF South is generally consistent with the city of Federal Way Comprehensive Plan as well as the intent of the zones that it would occupy within the footprints of the South 336th Street and South 344th Street alternatives.</p> <p>Sound Transit acknowledges that light rail transit facility uses are explicitly recognized only in the portion of the site zoned Commercial Enterprise (CE) and City Center Core (CC-E). Where the use is not explicitly recognized, Sound Transit will continue to meet zoning code and intent to the maximum extent practicable during the land use approval process.</p> |
| 5 | Is Sound Transit aware of the Concomitant Agreement that runs with the Christian Faith Center Property? Citizens have fought against thoughtless development, and upheld the CA. What enables Sound Transit to think they are above this document that runs into perpetuity.? | Sound Transit is aware of the Concomitant Agreement and Development Agreement between the city of Federal Way and the Christian Faith Center for Development of Church and Private School. Sound Transit anticipates that a similar agreement would be developed with the city if OMF South is built in Federal Way. |
| 6 | The proposed 2 sites in FW lie within Major Streams. The Hylebos is listed as Class A waters under State water quality standards. The western portion of the first site lies within a Resource Stream Protection Area. This area was significantly altered to accommodate the Church in 2007. Should we allow further destruction to these wetlands, and tributaries, when they have already sustained the maximum mitigations? | Please see the response to Common Comment 3 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

| Suzanne Vargo (Communication ID 473494) | | |
|---|--|--|
| Comment ID | Comment Text | Response |
| 7 | Is Sound Transit considering the cumulative impacts of not only an OMF, but the link line, as well as the development planned for the Weyerhaeuser Campus. Supreme Court ruled the City and IRG (owners of Campus) will utilize the Hylebos Watershed Plan and that all development be seen through cumulative eyes and the impacts to environment. The CFC property runs with a Concomitant Agreement. This document runs forever. How will Sound Transit go about opening up this agreement? The OMF is a part of that cumulative response. This area CAN NOT take any more pressure. I-5 and your link line will already cause significant problems, adding the 24/7 OMF site in this area will undoubtedly spell the end of the East Branch. How can ST justify this? | <p>Chapter 4 of the Draft EIS considers the cumulative effects of OMF South with other proposed projects in the area. It was updated for the 2023 Draft EIS and again for the Final EIS. Sound Transit would likely enter into a new Development Agreement with the city of Federal Way in addition to obtaining the environmental and development permits and approvals necessary to construct the project if the Board selects either the Preferred Alternative or South 344th Street Alternative to be built.</p> <p>The purpose of an EIS is to identify and disclose the impacts a project has the potential to cause and identify measures to avoid and minimize those impacts, ensuring that environmental considerations are part of project planning.</p> |
| 8 | While this property lies just outside of the aquifer recharge area, the Milton Redondo resources are fed by groundwater runoff from Northlake (head waters) Weyerhaeuser Campus and Christian FC. there is a well head capture zone on what I believe is DOT property, (next to Ellenos Yogurt. | The area described in the comment is part of the regulated area defined by the city of Federal Way 100-year wellhead capture zone and is discussed in Section 3.11, Water Resources of the 2023 Draft EIS and this Final EIS. |
| 9 | Do we think it is a conflict of interest for Parametrix to do the survey work when they are the same company that did the work for the Christian Faith Center? | Parametrix prepared the EIS for the Christian Faith Center in 2004. No conflict of interest was identified for the OMF South project. |
| 10 | Two other sites were chosen in 2017 Fife and S. 352nd St. What happened to these sites? They are both landfills. If the Midway dump is being dangled to the citizens (and let's be honest here, Midway is NEVER going to happen.) Sound Transit needs 3 options and putting a non-viable site in front of the people when it is NOT an option is less than transparent. So, if we would entertain the Midway landfill in all the time and \$\$ it would take to create, why can't we clean up The Kits Corner Puyallup landfill or the Fife landfill and place your facility in either spot. King County should clean this up as it is toxic to the land and residents. Heck you could easily buy the LLOYDs landfill, not technically a landfill, but yes, it is clean that up, and have great access for trains coming off of I-5. | The 2019 OMF South Alternatives Evaluation Technical Memorandum discusses the reasons that various sites were discounted as viable alternatives for OMF South. (https://www.soundtransit.org/sites/default/files/documents/operations-and-maintenance-facility-south-alternatives-evaluation-technical-memorandum.pdf). |

"My name is Ben Gearford and my address is [REDACTED] and I think that you should choose the farthest South 344th Street location for an OMF South because it gets-us closest to Tacoma that's the most important it's got the least impact on wetlands and environment compared to the other two because I don't know if we wanna be digging up the dump and trucking it down the freeway for 6 1/2 years when we could be over and done with that and have a functioning OMF for a lot cheaper I don't know less urban place. I guess that's it. Thanks."

| Ben Gearheard (Communication ID 473522) | | |
|---|--|---|
| Comment ID | Comment Text | Response |
| 1 | I think that you should choose the farthest South 344th Street location for an OMF South because it gets-us closest to Tacoma that's the most important it's got the least impact on wetlands and environment compared to the other two because I don't know if we wanna be digging up the dump and trucking it down the freeway for 6 1/2 years when we could be over and done with that and have a functioning OMF for a lot cheaper I don't know less urban place | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: Barry Warner [REDACTED]
Sent: Friday, April 16, 2021 12:53 PM
To: OMF South Scoping <OMFsouthscoping@soundtransit.org>
Subject: comment

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For certain your staff has a difficult task in presenting an unbiased picture of the choices to the board. So what I say I say only to be certain that my view of the matter is clear.

1 In the executive summary it is said that GT (Garage Town Association) has 50 owners, which sounds to me like a large partnership, which it is not. GT's owners have title to individual units, and they pay the tax thereon. Yet, they are not counted as businesses or as residents in the EIC enumeration.

2 GT is a unique entity in Western Washington. The EIC acknowledges that resettling us will be difficult. I suspect that it will be nigh impossible..

3 The EIC also acknowledges that it will be difficult for Ellenos yogurt to survive relocation. While the pandemic continues to be a threat I would hope that Sound Transit would wish to minimize collateral damage.

4 Every jurisdiction needs its tax money. Of the three sites under review, only one pays significant taxes. Let it be.

5 Like every other public transportation system in the World, Sound Transit is suffering a lack of riders and revenue at this moment. What looks at first glance to be a weakness of the site in Kent: that it will take several more years to complete, may offer the chance to save money now..

| Barry Warner (Communication ID 473534) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | 1 In the executive summary it is said that GT (Garage Town Association) has 50 owners, which sounds to me like a large partnership, which it is not. GT's owners have title to individual units, and they pay the tax thereon. Yet, they are not counted as businesses or as residents in the EIC enumeration. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

April 18, 2021

To: Sound Transit Board:

Subject: OMF South Best Option

To consider already developed sites containing business, churches, residences, and natural habitat for the OMF site is a counterproductive use of King County land. Public input in prior rounds of comments overwhelmingly supported using the Midway landfill site as the Prime Spot for this OMF facility. We The People - Tax Payers - Voters have made it clear to those we elected that Midway is our choice for OMF location. At this point that should be loud and clear to Sound Transit.

Regarding Midway site:

- >> Public prefers using this site. Building at this location is done with consent of the electorate.
- >> Business (jobs), churches, residences and natural habitat are not impacted.
- >> Does not remove land availability from commercial/private use in an ever more densely populated

South King County. Therefore, is a better long-term stewardship of our finite land.

>> Places OMF immediately next to tracks already under construction. Supports fleet maintenance despite possible realignment and funding issues delaying expansion beyond Federal Way. Earlier start date possible.

>> Creates more south end jobs by not displacing those currently situated on Alternative Federal Way locations.

>> Cost delta between Midway and other projects is dwarfed compared to TDLE, Ballard, Everett, and Kirkland-Issaquah links costs.

>> Given lower revenues and higher costs focus on completing projects where dirt is currently being moved. Midway has equipment on site and freeway access. Build OMF there. It will support south end operations until such time it is financially feasible to expand south of Federal Way station.

Regarding South 344th Street site:

>> Business (jobs), churches, residences, natural habitat are impacted.

>> Ellenos Yogurt factory has approximately 150 employees, multi-millions of dollars in equipment and special licensing. Is the only industrial business in Federal Way.

>> Garage Town a community of 67 individually owned units (same as owning a condominium unit). Has modern substantial buildings including a clubhouse. They are used as extensions of households and to support businesses. Hence involves not just owners, units involve families/relatives and business owners/employees. Draft EIS does not classify Garage Town owners as commercial owners or residential owners. Only facility of its kind in western Washington.

>> Supports a broadcasting tower. Radio towers have certain land-configuration needs which must be addressed and special licensing.

>> This site is a hill with businesses and residences on all sides. Is not near level like other two sites.

>> Loss of existing family homes.

>> Loss of tax revenue for City of Federal Way and King County.

>> The City of Federal Way has conveyed to Sound Transit disapproval of any further acquisition of properties in their city. Loss of a portion of downtown retail acreage for rail station is plenty. Another municipality (Kent) would like to accommodate the OMF. Neither of the two Federal Way alternatives should be considered for use.

>> Loss of approximately 250 jobs. EIS needs to be updated to reflect the true facts on job losses.

Regarding both Federal Way sites:

>> Intersections supporting Interstate 5 access via South 320th and South 348th are very busy. Federal Way Police report that 348th & 16th Ave intersection is among busiest in the state. Increased traffic from construction will exacerbate this situation.

>> Those with connections to these sites are wearied from two years of OMF anxiety/suspense. Announcing selection of Midway site sooner rather than another year out will better serve these citizen's plans and nerves.

In closing:

Listen to the people's choice Sound Transit, the best land choice for the OMF is the Midway Landfill area. Will be a lot of unhappy voters out there if you choose otherwise.

Bill Pugnetti

Auburn and Federal Way, WA

| Bill Pugnetti (Communication ID 473625) | | |
|---|---|--|
| Comment ID | Comment Text | Response |
| 1 | <p>Public input in prior rounds of comments overwhelmingly supported using the Midway landfill site as the Prime Spot for this OMF facility. We The People - Tax Payers - Voters have made it clear to those we elected that Midway is our choice for OMF location.</p> <p>Business (jobs), churches, residences and natural habitat are not impacted.</p> <p>Does not remove land availability from commercial/private use in an ever more densely populated South King County. Therefore, is a better long-term stewardship of our finite land.</p> <p>Places OMF immediately next to tracks already under construction. Supports fleet maintenance despite possible realignment and funding issues delaying expansion beyond Federal Way. Earlier start date possible.</p> <p>Creates more south end jobs by not displacing those currently situated on Alternative Federal Way locations.</p> <p>Cost delta between Midway and other projects is dwarfed compared to TDLE, Ballard, Everett, and Kirkland-Issaquah links costs.</p> <p>Given lower revenues and higher costs focus on completing projects where dirt is currently being moved. Midway has equipment on site and freeway access. Build OMF there. It will support south end operations until such time it is financially feasible to expand south of Federal Way station.</p> <p>Business (jobs), churches, residences, natural habitat are impacted.</p> <p>Ellenos Yogurt factory has approximately 150 employees, multi-millions of dollars in equipment and special licensing. Is the only industrial business in Federal Way.</p> <p>Garage Town a community of 67 individually owned units (same as owning a condominium unit). Has modern substantial buildings including a clubhouse. They are used as extensions of households and to support businesses. Hence involves not just owners, units involve families/relatives and business owners/employees. Draft EIS does not classify Garage Town owners as commercial owners or residential owners. Only facility of its kind in western Washington.</p> <p>Supports a broadcasting tower. Radio towers have certain land-configuration needs which must be addressed and special licensing.</p> | <p>Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> |
| 2 | <p>Loss of tax revenue for City of Federal Way and King County. The City of Federal Way has conveyed to Sound Transit disapproval of any further acquisition of properties in their city. Loss of a portion of downtown retail acreage for rail station is plenty. Another municipality (Kent) would like to accommodate the OMF. Neither of the two Federal Way alternatives should be considered for use.</p> <p>Loss of approximately 250 jobs. EIS needs to be updated to reflect the true facts on job losses.</p> | <p>Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS.</p> |

| Bill Pugnetti (Communication ID 473625) | | |
|---|---|--|
| Comment ID | Comment Text | Response |
| 3 | Intersections supporting Interstate 5 access via South 320th and South 348th are very busy. Federal Way Police report that 348th & 16th Ave intersection is among busiest in the state. Increased traffic from construction will exacerbate this situation. | Section 3.1, Transportation, and Appendix G1, Transportation Technical Report, in the 2023 Draft EIS and this Final EIS describe traffic impacts during construction and acknowledge that truck traffic would increase volumes at these intersections. |

From: Peter Barbin [REDACTED]
Sent: Saturday, April 17, 2021 11:02 PM
To: OMFSouthDEIS@soundtransit.org
Subject: OMF South Draft EIS Flawed Data

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Hello Sound Transit,

Of the 3 OMF South locations, only one will have a negative impact on residential homes, businesses, living wage jobs, and tax revenues.

I ask that the S. 344th St / Site 10A not be selected.

From the beginning of the scoping process, data has been flawed as recognized on the record by Dave Upthegrove, Claudia Balducci, Joe Mcdermott, Dow Constantine, Bruce Dammeier, Nancy Backus, and Peter Von Reichbauer.

Here are some errors found in the Draft EIS Document...there may be more:

The Draft EIS does not correctly count the number of property owners and businesses that would be impacted by building the OMF S on the South 344th St. / Site 10A.

The Garage Town facility at 2010 S 344th Street is a condominium consisting of 67 individually-owned tax parcels. The Draft EIS does not classify Garage Town owners as commercial owners or residential owners and these individuals are not included in the count of property owners or parcels (even though occupants of a 4 plex were so counted). See Table ES-1 on page ES-17 of the Executive Summary. The table only shows 20 Residential and 11 Business Displacements for the entire South 344th Street Site. Garage Town alone has 67 separate individual Condominium parcels and owners. Also see Table 3.5-5 in the Draft EIS.

This inaccurate count distorts the true number of individuals impacted in the data for the South 344th Street site contained in the Executive Summary. These inaccuracies must be corrected before the final EIS is completed so that the true scope of the impact on the Federal Way community is known before the “preferred alternative” is selected.

In addition, there is no indication in the Draft EIS that there is NO other facility like Garage Town in the Puget Sound area. Relocation of those property owners is not feasible because there is NO equivalent facility for them to move into. Multiple businesses, landlords, and private owners would be eliminated from the community as a result. This adverse impact on the community should be clearly stated in the final EIS

so that this undesirable outcome can be properly taken into account as the final siting decision is made.

These are the same inaccuracies communicated to the board when Dave Upthegrove, Claudia Balducci, Joe Mcdermott, Dow Constantine, Bruce Dammeier, Nancy Backus, and Peter Von Reichbauer were present for public comment. This is very disappointing.

There is a role for government and it is to raise us to a better place without negatively impacting the lives and jobs in our community.

I ask that you not select the South 344th St. / 10A Site because the data you are receiving is flawed, and the impact to our homeowners, businesses, and working wage jobs would be significant.

Sincerely,

Peter Barbin

A black rectangular redaction box covering the signature of Peter Barbin.

| Peter Barbin (Communication ID 473639) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | I ask that the S. 344th St / Site 10A not be selected. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: Malcolm Klug [REDACTED]
Sent: Sunday, April 18, 2021 2:14 PM
To: OMFSouthDEIS@soundtransit.org
Subject: OMF South Draft Environmental Impact Statement comments

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Thank you! ST Information Security

Hello,

I am an owner of one of the units in the Garagetown (GT) complex which is part of the South 344th Street site being evaluated for the OMF South facility. My comments concerning the DEIS document and Executive Summary follow:

- 1) The DEIS did not include the 58 owners at GT as residential or business property owners. All 58 owners should be included as property owners. All 58 owners will be displaced if the S 344th site is chosen.
- 2) Table 3.3-2 in the DEIS should be changed to include an accurate count of the tax parcels. The S 336th site contains 19 tax parcels. The S 344th site contains 109 tax parcels. Each GT unit is a separate tax parcel.
- 3) The Midway landfill site is not on any tax rolls and its use would not negatively impact tax revenue for any of the surrounding communities.
- 4) The DEIS states, on Page 3.6-9: "The South 344th Street alternative would impact the most social resources and would have the greatest number of business and residential displacements as compared with the other build alternatives." This statement of fact was not in the Executive Summary and should be included.
- 5) Using the Midway landfill site would displace the fewest number of businesses, churches and individuals. It also would have the lowest economic impact on the surrounding communities. If the S 336th site is chosen, 94 jobs will be lost. If the S 344th site is chosen, 248 jobs will be lost. These are the reasons I strongly urge and support the use of the Midway landfill site for OMF South.

Sincerely,

Malcolm L. Klug
[REDACTED]

| Malcom Klug (Communication ID 473642) | | |
|---------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | The DEIS did not include the 58 GT owners as residential or business property owners. All 58 Garage Town owners should be included as property owners. All 58 owners will be displaced if the S 344th site is chosen. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | Table 3.3-2 in the DEIS, should be changed to include an accurate count of the tax parcels. The S 336th site contains 19 tax parcels; The S 344th Street site contains 109 tax parcels. Each GT unit is a separate tax parcel. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 3 | The Midway landfill site is not on any tax rolls and its use would not negatively impact tax revenue for any of the surrounding communities. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 4 | The Draft EIS states, on page 3.6-9: "The South 344th Street alternative would impact the most social resources and would have the greatest number of business and residential displacements as compared with the other build alternatives." This statement of fact was not in the DEIS Executive Summary, and it should be included. | Table ES-1 in the Final EIS Executive Summary includes a comparison of key characteristics and impacts of all three build alternatives. Within the table, the Acquisitions subsection contains the total number of displaced businesses and residences, and the Environmental Justice, Social Resources, Community Facilities, and Neighborhoods subsection contains the number of displaced social and community resources. Additionally, Figure ES-9 and the associated Acquisitions, Land Use, and Economics text within Section ES.3, Comparison of Alternatives of the Executive Summary expands on these impacts. |
| 5 | Using the Midway landfill site would displace the fewest number of businesses, churches and individuals. It also would have the lowest economic impact on the surrounding communities. If the S 336th site is chosen, 94 jobs will be lost. If the S 344th site is chosen, 248 jobs will be lost. These are the reasons I strongly urge and support the use of the Midway landfill site for OMF South. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: James Haigh [REDACTED]
Sent: Sunday, April 18, 2021 9:12 PM
To: OMFSouthDEIS@soundtransit.org
Subject: Sound Transit Operations and Maintenance Facility South

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Thank you! ST Information Security

Mr. Rehmat:

I understand that letters expressing opinions regarding the Sound Transit Operations and Maintenance Facility - South should be directed to you.

Having taken a look at DEIS comments on the topic, I hope that the Sound Transit Board chooses the Midway Landfill site for the new facility. It would be a great use of public resources to put to good public use a landfill site that is mostly vacant property. This use of property would be the best from an environmental perspective, since it puts to productive use, and cleans up, a historical environmental problem. The DEIS comments note that no wetlands or water sources would be adversely effected. Also, this site is best for people: it would preserve the most jobs, businesses, and residences.

The worst possible location is the South 344th Street site. I urge you not to select that site. Doing so would negatively affect the greatest number of businesses (and therefore employees), and residences (and therefore families) of Federal Way. It would also have the greatest negative effect on the tax base of Federal Way, resulting in increased costs for other residents of Federal Way.

I hope Sound Transit takes seriously its responsibility to be a good neighbor and to limit as much as possible the harm cause to people and the environment by the selection of the new OMF site. I’m confident that if Sound Transit does focus on that responsibility, it will select the mostly-empty Landfill site and avoid the South 344th Street site.

Thank you,

James Haigh

| James Haigh (Communications ID 473671) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | Having taken a look at DEIS comments on the topic, I hope that the Sound Transit Board chooses the Midway Landfill site for the new facility. It would be a great use of public resources to put to good public use a landfill site that is mostly vacant property. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | The worst possible location is the South 344th Street site. I urge you not to select that site. Doing so would negatively affect the greatest number of businesses (and therefore employees), and residences (and therefore families) of Federal Way. It would also have the greatest negative effect on the tax base of Federal Way, resulting in increased costs for other residents of Federal Way. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: gia haigh [REDACTED]
Sent: Monday, April 19, 2021 5:49 AM
To: OMFSouthDEIS@soundtransit.org
Subject: Sound Transit Maintenance Facility South

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Dear Mr. Rehmat:

I write in support of the Sound Transit Board selecting the Midway Landfill site for its new maintenance facility. That site would be a great use of vacant property, would not harm the environment other than a small number of trees, would not cause anyone to lose their homes, would not cause anyone to lose their jobs, and would not cause Federal Way and other governments to lose needed tax revenue.

The second best option is the South 336th Street site because an old church facility can more easily be replaced than other facilities and Federal Way tax revenue, jobs and residences would not be adversely effected.

The worst option is the South 344th Street site, which would displace the greatest number of jobs, businesses, and residences, thereby significantly adversely affecting the tax base and people of Federal Way.

I hope the Sound Transit Board makes the right decision for people and for the environment and selects the Midway Landfill site, and avoids the South 344th St. site that would be by far the worst outcome for the businesses, employees, and residents of Federal Way.

Regards,

Gia Haigh

| Gia Haigh (Communications ID 473685) | | |
|--------------------------------------|---|---|
| Comment ID | Comment Text | Response |
| 1 | I write in support of the Sound Transit Board selecting the Midway Landfill site for its new maintenance facility. That site would be a great use of vacant property, would not harm the environment other than a small number of trees, would not cause anyone to lose their homes, would not cause anyone to lose their jobs, and would not cause Federal Way and other governments to lose needed tax revenue. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | The second best option is the South 336th Street site because an old church facility can more easily be replaced than other facilities and Federal Way tax revenue, jobs and residences would not be adversely effected. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 3 | The worst option is the South 344th Street site, which would displace the greatest number of jobs, businesses, and residences, thereby significantly adversely affecting the tax base and people of Federal Way. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: [REDACTED]
Sent: Monday, April 19, 2021 9:51 AM
To: omfsouthdeis@soundtransit.org
Subject: comment

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Thank you! ST Information Security

I watched you omfsouth presentation on the internet and had a few comments.

- 1) Why are you parking so many trains. They should be on the tracks moving people or being serviced. 24 hour service for all areas will encourage the best use of the vehicles and will allow businesses to best use their facilities by having round the clock use of their capital expenditures as well. Daytime only train service leaves people stranded, limits a significant section of the population from using the transit system and necessitates the huge expenditure of storing trains while not running. Calculate the size of service facilities needed to keep the trains all running, spend the money there and provide 24/7 service at a lower cost.
- 2) If you provided 24/7 service, the daytime load would lessen and you would not need to have as many trains running.
- 3) Building on the landfill is expensive because of two factors: foundation support and hazardous soil removal. You can eliminate both of those costs by building the parking and support facilities under the rail lines on the floor of the landfill and have the facilities be underground where they will be more energy efficient and then the soil does not need to leave the site. Proper ventilation needs to be in the buildings anyways and then the surface could also have a solar power plant that returns value and resources to the community around the train yard without the noise and ugliness of a train yard being seen.

Sincerely,
Alex Bruski

| Alex Bruski (Communication ID 473725) | | |
|---------------------------------------|--|--|
| Comment ID | Comment Text | Response |
| 1 | Why are you parking so many trains. They should be on the tracks moving people or being serviced. 24 hour service for all areas will encourage the best use of the vehicles and will allow businesses to best use their facilities by having round the clock use of their capital expenditures as well. Daytime only train service leaves people stranded, limits a significant section of the population from using the transit system and necessitates the huge expenditure of storing trains while not running. Calculate the size of service facilities needed to keep the trains all running, spend the money there and provide 24/7 service at a lower cost. | A new OMF is needed in the South Sound to receive, test, commission, store, and service a larger train fleet to support future light rail extensions to Tacoma and West Seattle and throughout the region. An OMF is where LRVs go for necessary cleaning and care. Link light rail operates 20 hours a day and is closed from 1 to 5 a.m. except on Sundays, when service ends at midnight. These overnight closures are vital for maintaining the system and ensuring it is in good working order over the long run. |
| 2 | Building on the landfill is expensive because of two factors: foundation support and hazardous soil removal. You can eliminate both of those costs by building the parking and support facilities under the rail lines on the floor of the landfill and have the facilities be underground where they will be more energy efficient and then the soil does not need to leave the site. Proper ventilation needs to be in the buildings anyways and then the surface could also have a solar power plant that returns value and resources to the community around the train yard without the noise and ugliness of a train yard being seen. | Building and operating a below-grade OMF would be prohibitively expensive and pose concerns over worker safety and exposure to landfill gases. |

Re: OMF South Scoping

Mon 4/19/2021 4:15 PM

To:OMFSouthDEIS <OMFSouthDEIS@soundtransit.org>

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I am writing to you in opposition of the south sound OMF being built along/at 20th Ave S. or 16th Ave S. in Federal Way. Out of the three options available both of these options would create significant environmental, residential, business related impacts for our community. The current zoning at the Christain Faith Center is multi family. Zoning for the OMF would be Heavy Industrial Equipment. Heavy equipment zoning is not tolerated so close to the protected Hylebos Creek as it lies within a Resource Protection area. Both of the mentioned sites have portions Hylebos waterway within them. Federal Way has inventoried and classified these creeks as MAJOR STREAMS. The Hylebos is listed as Class A waters under State Water quality standards. Residential neighborhoods pre-existing the Business Park zoning in the area and has persisted as a single-family residential area for more than two decades. This also does not account for the residential areas near the proposed locations that would experience elevated levels of environmental pollution.

Ellenos Yogurt is the large employer in the city of Federal Way. The OMF would displace this business. This company has spent over 5 million dollars upgrading their facility in the last few years. They and the other surrounding businesses should not have to vacate, especially in today's climate, where small businesses are struggling to survive. We are proud of this local business and they have our full support. d

The collective impacts to businesses/residents in Federal Way from Sound Transit is extensive. The presence of your facilities/stations/lines/link should not be wherever one happens to be in Federal Way. Sound Transit please find another location for your OMF.

During the construction of the church in 2004, 35,936 sq. ft. of wetlands were displaced/filled in order to create the largest church campus in the state. This area is a part of the International Flight Pathway. Over 150 migratory birds depend on the Hylebos and the surroundings for rest, food and water. The Resource Protection area would be eliminated/buried if the link line is not elevated, as it is in direct line of the Hylebos. This land cannot tolerate any more abuses or alterations. The allotted percentage for this space to be developed, was taken 20 years ago. This land needs to remain as is.

The head waters for the East Branch of the Hylebos are received via North Lake less than 1/8 of a mile from this proposed site. These waters are paramount for downstream

juvenile salmon recovery. Macro-benthic invertebrate must travel freely along trees, rocks and water. Culverting the Hylebos at this critical junction goes against the entire purpose of the Executive Proposed Hylebos and Lower Puget Sound Watershed Plan. This document created in the 1990's is a roadmap for thoughtful development to the Hylebos.

Allowing not only the link line, but the extra line of track to reach OMF, on top of an OMF, at either site in Federal Way is utterly mindboggling in regards to environmental impacts. The residents of Federal Way remember the planning process for the church, vividly! It took 4 years to finally settle on a compromise and protections for the waterway. The citizens of Federal Way are not going to allow your facility to be built here.

The once beautiful forest and its inhabitants was taken from us once. Any further manipulations to the property will destroy what is left of the wetland connectivity and water quantity in the East Branch of the Hylebos.

Sound Transit please find another location for your OMF.

The Midway Landfill is the most obvious choice and one I support. While the costs and time frame for construction are both higher than the Federal Way options, we (the smaller and greater community) are the reason the landfill is a landfill. Why not take the opportunity to invest in our environment and in our communities and give the landfill land a new purpose instead of passing the buck and significantly impacting yet another community. Or could you please revisit your #1 (S. 352nd St.) & #4 (Fife) site options that WERE discussed 2017?

Both of these options are landfills that received toxic dumping's from Boeing and Ararco.

Site #1 is an environmental nightmare because this land was never created to serve or function as a land fill, nor was this dumping site closed properly. The Petroleum pipeline that runs parallel with I-5, also runs through a portion of this land. This line was installed with NO protective barriers. The line now serves as a conduit for leachates, and aids their distribution into our aquifer/ Hylebos watershed.

Couldn't this be a win win for the environment, residents and Sound transit?

The citizens of Federal Way have spent the last 5 years fighting to protect and preserve the former Weyerhaeuser Campus that lies just East of these proposed sites. We have fought against the unprecedented traffic impacts that will result if the Campus is fully built out. With Highway 18 and 320th St. at maximum failure today, the S. 336th St. offers residents a way to reach our city establishments. Supreme Court recently ruled the City of Federal Way and IRG WILL adhere to the Executive Proposed Hylebos Watershed Plan as well as view any developments through cumulative eyes in regards to environmental impacts. The church site demands this total lens as it is a part of the original Weyerhaeuser Campus/Forest. Our city is already being accommodating for the link line and transfer stations being built along 320th. How much more will Federal Way have to endure?

We will not allow Sound Transit to hold us hostage for the next 10 years. You must work with the citizens of Federal Way. Mayor Strong council leaves our Council members and citizens very little voice in how our city functions. Sound Transit is NOT the city of Federal Way and the citizens should be heard and respected as our concerns are valid.

You told citizens in print as well as at Zoom meeting, that this was not a done deal. One of your representatives along with FW council members have shared bluntly that the decision HAS been made to put the OMF at either FW sites. This certainly shows a serious conflict of interest and one that needs to be made transparent to all going forward. Sound Transit is said to be misleading and confuses the public. For instance: staging public meetings and telling the public their input is needed and valued, only to find out events are for trivial items like art installations. Sound Transit then takes public input on Art and transfers that into dialogue and discussion on the important items like an OMF. Transparency is vital and should be upheld to the highest standards. I am confident a better solution for your facility can and will be found. It will not be within the city limits.

Thank you for your time and thoughtful consideration.

Milana Michalek

| Milana Michalek (Communications ID 473814) | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 1 | The Midway Landfill is the most obvious choice and one I support. While the costs and time frame for construction are both higher than the Federal Way options, we (the smaller and greater community) are the reason the landfill is a landfill. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: Arnold DeWalt [REDACTED]
Sent: Monday, April 19, 2021 4:46 PM
To: OMFSouthDEIS@soundtransit.org
Subject: Errors and Omissions in OMF South Draft Environmental Impact Statement (DEIS)

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To all who are evaluating the OMF DEIS,

The Draft EIS is a good effort but does not accurately nor fully reflect the impacts of the selection of an OMF South site.

There is much to be considered and how it will affect the community where the OMF is eventually located. The Draft EIS appears to have some flaws and omissions in the DEIS and how it is evaluated.

PEOPLE AFFECTED

The 344th site relies on estimates of the employees in the various businesses and largely discounts the owners of Garage Town condominium (They are included only as a footnote on page 17 in the EIS). It appears that the Sixty-Seven, 67, parcels in GT aren't really significant because they are not live-in residences nor full blown business fronts ... in short the **owners of 67 parcels** that comprise Garage Town really **don't count** for anything in the EIS.

344th site:

At the very least 276 lives affected including GT owners

By far the largest number of people and jobs affected than any other site.

336th site:

The fewest number of people affected at this site.

Midway Landfill:

Slightly more people than the 336th site

JOBS and REVENUE

The OMF will have a significant effect on the jobs and revenue supported by the sites under consideration.

344th site:

How many jobs will be eliminated by the OMF if this site is chosen Many more than the estimate in the EIS, especially if you count the people working for the businesses in Garage Town and surrounding areas. Sound Transit making a guess of how many jobs are affected is not a good way, when the demographics aren't a simple matter of assigning "x" jobs to this business and a "y" to that business and so on. What about the jobs that will be lost to outside companies that come in to support all the business and GT units.

GT is a concentration of taxable properties Together with the other properties this site generates twice the revenue of the 336th site and over three times the revenue of the Midway Landfill site.

336th site:

A large portion of this site generates little revenue for the for King County and Federal Way.

Less than half of the 344th site.

Midway Landfill

This site generate one-sixth of the revenue of the 344th site.

Although I am not a "resident" or operate a store front at this site I do pay approximately \$3,000 every year to King County and Federal Way in property tax. I also concentrate a lot of my shopping in Federal Way because I often go to Garage Town to work on various projects. Multiply this by the the Garage Town owners and other businesses and by not choosing the Midway Landfill you will be denying a significant source of increasing revenue to King County, Federal Way and local businesses each and every year.

COSTS

In the long run the Midway Landfill is probably the cheapest alternative when you consider that the other two options take away hundreds of jobs and valuable tax base from the community forever, while the Midway Landfill takes away the least and adds the most in terms of jobs and mitigates the most environmental impact if done correctly. I don't feel enough emphasis has been given in the EIS to these costs to the community.

The long term benefits to choosing the landfill are enormous in terms of minimal environmental impact (not messing with forests and streams that would be best left alone). Using the Midway Landfill would help fix an existing environmental problem without creating new environmental concerns and ecological costs to the Federal Way Community.

ESTHETICS & ENVIRONMENT

Using either the 336th or 334th site would add an eye-sore to the Federal Way community, light pollution and noise pollution to the community. Federal Way has precious few undisturbed habitats ... why disturb more ecological niches more by not using the Midway landfill. These Environmental problems can be avoided by choosing the Federal Way Landfill.

SUMMARY

While the DEIS appears to be impartial in its evaluation criteria, it seems that several important data and concerns have been downplayed or omitted in it. There are far more people than indicated in the DEIS that would have to be relocated were the 344th site be chosen, yet there is NO place to relocate to!

These is NO WHERE in King County to relocate a facility like Garage Town. Garage Town is an unique facility, with no peer in King County or any other surrounding county. Likewise Elenos Yogurt was specifically located where it is now because of the environment of the surrounding area, not just the property where it is located.

It's obvious the OMF Team has done its best to create a fair and balanced evaluation of the three sites being considered for the OMF. However, I believe they have inadvertently overlooked some of the unique circumstances involved with the various properties, property owners and "resident" population. Just because people don't operate a business or live on their property, doesn't mean people aren't significantly affected by the decisions to be made about and have a vested the OMF South location.

Since the Midway Landfill is a "Superfund" site, it would appear that some funds might be available to help clean it up decreasing the estimated costs to Sound Transit significantly.

This e-mail is an attempt to bring some of these concerns and considerations to be included and properly weighed in the final EIS

Sincerely,

Arnold DeWalt

| Arnold Dewalt (Communication ID 473818) | | |
|---|---|--|
| Comment ID | Comment Text | Response |
| 1 | The 344th site relies on estimates of the employees in the various businesses and largely discounts the owners of Garage Town condominium (They are included only as a footnote on page 17 in the EIS). It appears that the Sixty-Seven, 67, parcels in GT aren't really significant because they are not live-in residences nor full blown business fronts ... in short the owners of 67 parcels that comprise Garage Town really don't count for anything in the EIS. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | <p>344th site: How many jobs will be eliminated by the OMF if this site is chosen Many more than the estimate in the EIS, especially if you count the people working for the businesses in Garage Town and surrounding areas. Sound Transit making a guess of how many jobs are affected is not a good way, when the demographics aren't a simple matter of assigning "x" jobs to this business and a "y" to that business and so on. What about the jobs that will be lost to outside companies that come in to support all the business and GT units.</p> <p>GT is a concentration of taxable properties. Together with the other properties this site generates twice the revenue of the 336th site and over three times the revenue of the Midway Landfill site.</p> | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 3 | In the long run the Midway Landfill is probably the cheapest alternative when you consider that the other two options take away hundreds of jobs and valuable tax base from the community forever, while the Midway Landfill takes away the least and adds the most in terms of jobs and mitigates the most environmental impact if done correctly. I don't feel enough emphasis has been given in the EIS to these costs to the community. | Section 3.4, Economics, of the 2023 Draft EIS and this Final EIS compares the potential job displacement and tax base impacts associated with each alternative. Section 3.6, Environmental Justice, Social Resources, Community Facilities, and Neighborhoods, discusses potential impacts to communities. |
| 4 | Using either the 336th or 334th site would add an eye-sore to the Federal Way community, light pollution and noise pollution to the community. Federal Way has precious few undisturbed habitats ... why disturb more ecological niches more by not using the Midway landfill. These Environmental problems can be avoided by choosing the Federal Way Landfill. | Please see the response to Common Comment 3 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 5 | These is NO WHERE in King County to relocate a facility like Garage Town. Garage Town is an unique facility, with no peer in King County or any other surrounding county. Likewise Elenos Yogurt was specifically located where it is now because of the environment of the surrounding area, not just the property where it is located. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 6 | Since the Midway Landfill is a "Superfund" site, it would appear that some funds might be available to help clean it up decreasing the estimated costs to Sound Transit significantly. | Please see the response to Common Comment 5 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: Paula Baerenwald [REDACTED]
Sent: Monday, April 19, 2021 10:46 PM
To: OMFSouthDEIS@soundtransit.org
Subject: OMF facility

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the “fish” button in Outlook.
Thank you! ST Information Security

Hello,

My name is Paula Baerenwald. I am a 23-year resident of Federal Way. I am strongly opposed to the OMF facility being built anywhere but the Superfund site. Building the OMF on any of the other proposed sites would be extremely disruptive to businesses that have decided to call Federal Way home. Cities in South West King County have the lowest socioeconomic status in King County. In order to lift South West King County up, and create economic diversity, we need to boost economic development not destroy it. Destroying businesses for the OMF will cause them to leave South West King County and will be counter-productive to our goal of economic improvements. Destroying businesses in South West King County will disproportionately impact the lowest-wage earners, earners who live and work in Federal Way, many of whom are people of color. To mitigate the economic impact to the lowest wage earners, Sound Transit needs to find a site with the least economic impact on the community.

While I have heard that the Superfund site would be more expensive to build on, it will have the least impact on existing Federal Way businesses and therefore on Federal Way's economic base. The Superfund site is the most useful for the OMF and construction on Superfund sites for the greater good of a community is not a novel concept. One of the most successful Superfund Re-purposing projects has been the Ruston Waterfront project in Tacoma as an example. Re-purposing one of the Midway Landfills, which are capped Superfund sites, is not new in WA state as there are many such projects where community improvements have been built upon capped sites. In this link below, you will be able to read about a variety of successful uses for Superfund Sites across the nation and you can read specifically about capped sites. <https://www.epa.gov/superfund-redevelopment-initiative/superfund-site-use-spotlights>

Building on the Midway Landfill site is the most desirable and makes the most sense so not to have a disproportionate impact on the Federal Way community, the part of South West King County that needs the most economic development to lift up South West King County's lowest income earners. It was reported that you anticipate that there may be problems with development of the Midway Landfill that may delay your opening in 2026. For this reason, I urged you to begin working on taking care of the EPA issues early on in this process. About 2-3 years ago. If you did not, then there I believe that this midway landfill was not really a choice. In fact it was presented as a false choice, a decoy. There is precedent for developments of these capped Superfund sites. You can do it. Preserve the businesses of South West King County. Preserve the potential for improved economic development. Develop the Superfund site for the greater good of our struggling community. If you can not, I urge you instead to re-consider your previous options #1 and #4 that you presented in 2017. Show South West King County, its businesses, its employees and residents

that they are an important part of the future of the Puget Sound with your thoughtful action on this request.

Regards,
Paula Baerenwald

[Sent from Yahoo Mail for iPhone](#)

| Paula Baerenwald (Communications ID 473820) | | |
|---|---|--|
| Comment ID | Comment Text | Response |
| 1 | I am strongly opposed to the OMF facility being built anywhere but the Superfund site. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | Building the OMF on any of the other proposed sites would be extremely disruptive to businesses that have decided to call Federal Way home. Cities in South West King County have the lowest socioeconomic status in King County. In order to lift South West King County up, and create economic diversity, we need to boost economic development not destroy it. Destroying businesses for the OMF will cause them to leave South West King County and will be counter-productive to our goal of economic improvements. Destroying businesses in South West King County will disproportionately impact the lowest-wage earners, earners who live and work in Federal Way, many of whom are people of color. To mitigate the economic impact to the lowest wage earners, Sound Transit needs to find a site with the least economic impact on the community. | When developing the OMF South alternatives, Sound Transit used several measures to avoid and minimize potential property impacts, including business displacements. Section 3.5, Economics, of the Draft EIS and this Final EIS describes the impacts to businesses and employees for each build alternative. For all build alternatives, the estimated number of displaced employees is small compared with the employment base in the study area. These estimates do not necessarily reflect job losses in the region because some businesses may choose to relocate in the area. As discussed in Section 3.3, Acquisitions, Displacements, and Relocations, of the 2023 Draft EIS and this Final EIS, Sound Transit would provide relocation assistance to displaced businesses. While relocation is up to the individual business owner, the relocation analysis found that adequate commercial and industrial spaces are available to relocate displaced businesses. |
| 3 | Re-purposing one of the Midway Landfills, which are capped Superfund sites, is not new in WA state as there are many such projects where community improvements have been built upon capped sites. In this link below, you will be able to read about a variety of successful uses for Superfund Sites across the nation and you can read specifically about capped sites. https://www.epa.gov/superfund-redevelopment-initiative/superfund-site-use-spotlights | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 4 | If you can not, I urge you instead to re-consider your previous options #1 and #4 that you presented in 2017. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

EIS Draft needs correct some numbers

Ken Broyles

Sat 4/17/2021 10:45 AM

To:OMFSouthDEIS <OMFSouthDEIS@soundtransit.org>

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I looked over the Draft EIS & it does not correctly count the number of property owners and businesses that would be impacted by building the OMF on the South 344th site. I not sure why because Sound Transit send out fliers to all of the 67 owners & businesses within GarageTown.

Even at the 1st meeting I went to back in 2019 Sound Transit said on the 344th site there were only 35 residents & businesses that would be effected if the OMF was built on site. When an owner at GarageTown got up to speak for the 3 minutes and said I'm not sure where you came up with that 35 number because we have 67 units that pay taxes ever year on their owned property at GarageTown.

I just want the EIS daft to be fair and accurate. Hopefully this mistake can be fixed in the draft before it is put up to a vote by the board members of Sound Transit.

I have looked all over to try & find a similar facility in Western Washington to buy & move if my garage to if Sound Transit decided to build the OMF on the 344th site. I have not been able to find anything similar.

Best Regards, Kenneth Broyles

| Ken Broyles (Communications ID 473888) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | I looked over the Draft EIS & it does not correctly count the number of property owners and businesses that would be impacted by building the OMFS on the South 344th site. I not sure why because Sound Transit send out fliers to all of the 67 owners & businesses within GarageTown. | Please see the response to Common Comment 1 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

From: Tylerrb14 [REDACTED]
Sent: Monday, April 19, 2021 7:09 PM
To: Email The Board <EmailTheBoard@soundtransit.org>
Subject: OMF SITE

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the “fish” button in Outlook. Thank you! ST Information Security

Board Members,

I just would like to let you know you need to choose another site for your OMF and leave the 344th site alone. My brother and I have spend a lot of time at my Grandpa's garage learning how to use tools and work on projects. My Grandpa told me that when he was growing up there were classes in school to teach woodworking, metal shop, welding automotive classes. He has taught us so much and we love going there to learn. Also there are a lot of new friends and neighbors that we have met over the years at the 344th site. So please consider one of the other 2 sites for the OMF and leave my Grandpa's garage alone. We have a lot more to learn because schools don't offer classes like this anymore.

Thank you, Tyler Broyles

| Tyler Broyles (Communications ID 473891) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | I just would like to let you know you need to choose another site for your OMF and leave the 344th site alone. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474296

OMF South DEIS OOH Comment 55

04/09/2021

Deidre Daly

We strongly support the Midway landfill alternative!!

| Deidre Daly (Communications ID 474296) | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 1 | We strongly support the Midway landfill alternative!! | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474297

OMF South DEIS OOH Comment 63

04/10/2021

I think the best site is Midway Landfill. It would have the least impact on adjacent communities. Added cost to cleanup the landfill are appropriate for this type of project.

| Anonymous (Communications ID 474297) | | |
|--------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | I think the best site is Midway Landfill. It would have the least impact on adjacent communities. Added cost to cleanup the landfill are appropriate for this type of project. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474298

OMF South DEIS OOH Comment 65

04/11/2021

Anna Patrick

I strongly oppose both Federal Way sites in favor of the Midway Landfill Full Excavation alternative. The full excavation appears to be the least expensive of the options at the landfill. The only reason provided in the draft EIS not to build on the Midway Landfill is the higher cost. With the increasing economic division across the county, Federal Way cannot afford to lose jobs, homes, community connections, and funding from property tax revenue. It is time that King County invest in the south end of the county. The impacts to our wetlands and streams are an important and lasting environmental impact as well. The cost to our community long term of putting the OMF South in Federal Way could be far greater than the immediate expense consideration. If the funds are not immediately available, I would hope that there could be Federal Grand funding for the superfund site or other sources of funding that are unique to this site. Building the OMF site in Federal Way is not an equitable option and the Midway site is a win-win for all communities and worth the investment for our communities.

| Anna Patrick (Communications ID 474298) | | |
|---|---|--|
| Comment ID | Comment Text | Response |
| 1 | I strongly oppose both Federal Way sites in favor of the Midway Landfill Full Excavation alternative. The full excavation appears to be the least expensive of the options at the landfill. The only reason provided in the draft EIS not to build on the Midway Landfill is the higher cost. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | With the increasing economic division across the county, Federal Way cannot afford to lose jobs, homes, community connections, and funding from property tax revenue. It is time that King County invest in the south end of the county. The impacts to our wetlands and streams are an important and lasting environmental impact as well. The cost to our community long term of putting the OMF South in Federal Way could be far greater than the immediate expense consideration. If the funds are not immediately available, I would hope that there could be Federal Grand funding for the superfund site or other sources of funding that are unique to this site. Building the OMF site in Federal Way is not an equitable option and the Midway site is a win-win for all communities and worth the investment for our communities. | Please see the response to Common Comments 3, 4, and 5 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474299

OMF South DEIS OOH Comment 64

04/11/2021

Charae Ashcraft

My first question needs to be - why do you need so many maintenance facilities? How many over paid union screwdrivers do we need to pay for? How many businesses and residences have to be bought (with my tax dollars)? Build these facilities in the least dense areas. Only an engineer comes up with crazy ideas like this. The train goes each direction, you only need 4 trains, there could be a couple ready for a breakdown, but there is no reason for a fleet of trains doing nothing. I am uncertain when this project will pay off, as it is unlikely to get used as you think. It's going to become a day/night trip for the homeless. Extend the line now, and build in Fife. Right now, it's all about how to waste the tax dollars. How about finishing one project before moving to another - just look at the airport -- what a mess.

| Charae Ashcraft (Communications ID 474299) | | |
|--|---|--|
| Comment ID | Comment Text | Response |
| 1 | why do you need so many maintenance facilities? | The OMF South project is necessary to support the addition of approximately 144 LRVs as part of the Sound Transit 3 system expansion. See Final EIS Chapter 1, Purpose and Need for the Project, for additional information about the need for a maintenance facility in Sound Transit's South Corridor. |

Communication ID: 474300

OMF South DEIS OOH Comment 67

04/13/2021

Carol Qually

The Christian Faith Center is the worse site of all. It is too close to the west side of North Lake which had Herons, Eagles and Osprey fishing on the lake. Just yesterday (4/13/21) I was able to watch a heron fishing from several points along the lake on the unpopulated west side. The eagles fly to the west with their catches to feed their young and immature chicks. The Midway property is the best as there are no huge trees to shelter eagles and osprey nests. Midway is closer to a non-residential area and easier to reach than the North Lake property. Runoff and noise will impact these birds and drive them away. Please think of our environment while making your plans. Thank you

| Carol Qually (Communications ID 474300) | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | The Christian Faith Center is the worse site of all. It is too close to the west side of North Lake which had Herons, Eagles and Osprey fishing on the lake. | The South 336th Street site is on the west side of the I-5 corridor and would therefore not have any anticipated impacts to North Lake or its surrounding vegetation or wildlife. |
| 2 | The Midway property is the best as there are no huge trees to shelter eagles and osprey nests. Midway is closer to a non-residential area and easier to reach than the North Lake property. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474302

OMF South DEIS OOH Comment 69

04/14/2021

James Kostohris

I think the Midway Land fill is the best sight with less disruption to personal and business in the other locations.

| James Kostohris (Communications ID 474302) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | I think the Midway Land fill is the best sight with less disruption to personal and business in the other locations. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474304

OMF South DEIS OOH Comment 95

04/15/2021

Kimberly Conner

Please buy us out. This neighborhood isn't that great. We don't have kids playing at each other's houses and riding bikes and whatnot. We're not a super friendly street. Plus, the proximity to Walmart means we have a lot of random people walking by, good and bad. We've also had a lot of vehicle break ins. Anyway, I know the public seems to have a concern for the forested space between the buildings and I5, and there's really not much there. Its mostly blackberry brambles taking over some trees. There isn't much wildlife back there. The only concern is the amount of wildlife around the retention pond by the mega church, but I'm sure they'll be able to find a new home in Weyerhaeuser. Also, there are often homeless people living back there, so, its not like anyone can enjoy it anyway. I think the saddest loss would be Ellenos Yogurt. For some reason they're saying they won't be able to start over, but with the right amount, I'm sure they could. I just hope they don't give up. But its not like they have a storefront, so they don't really involve the community. The company just exists in an old sports equipment building and then you see their yogurt in stores. Actually, most of the businesses in that area don't involve the public with a storefront. So its not like it'll be a big blow to the community.

| Kimberly Conner (Communications ID 474304) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | Please buy us out. This neighborhood isn't that great. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474305

OMF South DEIS OOH Comment 94

04/15/2021

S. Sheridan

I like the mid-way site. It is more open grown. Better location and transportation is easy to get to. It would be an excellent site.

| S. Sheridan (Communications ID 474305) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | I like the mid-way site. It is more open grown. Better location and transportation is easy to get to. It would be an excellent site. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474306

OMF South DEIS OOH Comment 93

04/15/2021

Cynthia Jones

our Family have been Federal Way residents since 1994. Home prices had started to escalate out of reach in Seattle so we purchased in FW. We DO NOT SUPPORT & WOULD NOT WELCOME the displacement of Christian Faith Center's FW Campus to accommodate the proposed site in Federal Way

| Cynthia Jones (Communications ID 474306) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | We DO NOT SUPPORT & WOULD NOT WELCOME the displacement of Christian Faith Center's FW Campus to accommodate the proposed site in Federal Way | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474307

OMF South DEIS OOH Comment 90

04/15/2021

Shannan StClair

The Midway Landfill is the best overall option. Even with the additional cost for site environmental mitigation. Both Federal Way sites will disrupt/remove local important local businesses and community organizations which are integral to that community's growth. If either FW site is chosen, the traffic impact to the main SW Federal Way arterials/roadways would be enormous. It is already incredibly difficult to get around that area with all the new truck traffic from Port of Tacoma as well as the enormous strain that would be placed on the Enchanted Parkway from SW 348th southward. I would like to add that the continued targeting of Federal Way as the depository for all things "industrial" and "dirty" is not doing our community any good. We are struggling to build/rebuild a positive identity and being continually targeted as King County's dumping ground is not acceptable. There are many long time citizens of Federal Way who have worked too long and too hard to try and keep Federal Way a nice place to live and raise a family. Placing the maintenance facility in Federal Way will put a coffin in the city's ability to work on growing as a family-centric community, as opposed to being a dumping site. Please choose the Midway Landfill site. It makes the best, overall sense.

| Shannan StClair (Communications ID 474307) | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 1 | The Midway Landfill is the best overall option. Even with the additional cost for site environmental mitigation. Both Federal Way sites will disrupt/remove local important local businesses and community organizations which are integral to that community's growth. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | If either FW site is chosen, the traffic impact to the main SW Federal Way arterials/roadways would be enormous. It is already incredibly difficult to get around that area with all the new truck traffic from Port of Tacoma as well as the enormous strain that would be placed on the Enchanted Parkway from SW 348th southward. | Section 3.2, Transportation, and Appendix G1, Transportation Technical Report, of the 2023 Draft EIS and this Final EIS evaluate traffic impacts of the OMF South. The analysis found that there would be no long-term impacts to arterial and local street operations from either the Preferred or South 344th Street alternatives. |
| 3 | I would like to add that the continued targeting of Federal Way as the depository for all things "industrial" and "dirty" is not doing our community any good. We are struggling to build/rebuild a positive identity and being continually targeted as King County's dumping ground is not acceptable. There are many long time citizens of Federal Way who have worked too long and too hard to try and keep Federal Way a nice place to live and raise a family. Placing the maintenance facility in Federal Way will put a coffin in the city's ability to work on growing as a family-centric community, as opposed to being a dumping site. | As described in Chapter 1, Purpose and Need, of the 2023 Draft EIS and this Final EIS, the expansion of Link light rail service under Sound Transit 3 requires four operations and maintenance facilities to operate. There are two existing operation and maintenance facilities: OMF Central in Seattle and OMF East in Bellevue. Two new operation and maintenance facilities would be needed in the North and South corridors of the Link light rail system. Section 2.2, Alternatives Development and Scoping, of the Final EIS describes the sites Sound Transit evaluated in the South Corridor of the system as part of the alternatives development process. This included locations in Kent, Federal Way, Fife, and Tacoma. The Sound Transit Board identified three sites for further study in the Environmental Impact Statement, one in Kent and two in Federal Way. |

Communication ID: 474308

OMF South DEIS OOH Comment 89

04/15/2021

Julie Aulava

I'm writing to encourage the selection of the landfill site for the OMF rather than locating it in Federal Way. The disruption of families and businesses in Federal Way are too great especially considering the landfill location availability.

| Julie Aulava (Communications ID 474308) | | |
|---|---|---|
| Comment ID | Comment Text | Response |
| 1 | I'm writing to encourage the selection of the landfill site for the OMF rather than locating it in Federal Way. The disruption of families and businesses in Federal Way are too great especially considering the landfill location availability. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474309

OMF South DEIS OOH Comment 88

04/15/2021

Katie Lee

I believe that the midway landfill should be selected as the preferred alternative. By developing the landfill it would be less impactful to the community and the environment. It would cause fewer displacements to organizations, businesses and homes that may be impacted due to light rail construction.

| Katie Lee (Communications ID 474309) | | |
|--------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | I believe that the midway landfill should be selected as the preferred alternative. By developing the landfill it would be less impactful to the community and the environment. It would cause fewer displacements to organizations, businesses and homes that may be impacted due to light rail construction. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474311

OMF South DEIS OOH Comment 86

04/15/2021

Glenn Chouinard

I am a resident and manager of a business in Federal Way. I bought my home 21 years ago based on the vision of Light Rail in Federal Way. It was not perceived that it would take a quarter of a century for it to happen. My business is located off S. 336th Street so I am well aware of the conditions on both sites. As a transportation professional, since day 1 I have believed that the Midway Landfill alternative should be the preferred alternative, regardless of costs and schedule to construct. The most important aspect of this site is that it allows the reclamation of the landfill site through a costly but public infrastructure investment. As a superfund site, the federal and state government would allow this site to remain as wasted property and a risk to future opportunities. In addition the environmental impacts are minimal when compared to the southern sites. In particular, the disruption to the man-made and natural environment are clearly less as are the socioeconomic impacts. It is recognized that Sound Transits position is to charge ahead without obstacles at this phase of the project. The track record I have observed is one that often lacks in true mitigation, such as traffic access and impacts not controlled by federal or state agencies, at the cost to the local communities. That mitigation is far simpler and more easily identifiable for the landfill site. A lock in of this decision is forever in the project development process. Please do not be short sighted.

| Glenn Chouinard (Communications ID 474311) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | As a transportation professional, since day 1 I have believed that the Midway Landfill alternative should be the preferred alternative, regardless of costs and schedule to construct. The most important aspect of this site is that it allows the reclamation of the landfill site through a costly but public infrastructure investment. As a superfund site, the federal and state government would allow this site to remain as wasted property and a risk to future opportunities. In addition the environmental impacts are minimal when compared to the southern sites. In particular, the disruption to the man-made and natural environment are clearly less as are the socioeconomic impacts. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474312

OMF South DEIS OOH Comment 85

04/15/2021

Marlys Dupleich

Factoring in cost, years to build and displacements, it is my opinion the 336th site would be the best choice.

| Marlys Dupleich (Communications ID 474312) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | Factoring in cost, years to build and displacements, it is my opinion the 336th site would be the best choice. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474313

OMF South DEIS OOH Comment 84

04/15/2021

I think the 344th location would be best for all of the impact listed.

| Anonymous (Communications ID 474313) | | |
|--------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | I think the 344th location would be best for all of the impact listed. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474315

OMF South DEIS OOH Comment 82

04/15/2021

Lisa Gardiner

Use midway landfill area it's the best for this . Other areas are already congested and would be made much worse !!!

| Lisa Gardiner (Communications ID 474315) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | Use midway landfill area it's the best for this . Other areas are already congested and would be made much worse !!! | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474316

OMF South DEIS OOH Comment 81

04/15/2021

Al Levine

None of these options make any financial sense. Renegotiate if necessary restrictions on SODO BASE and expand or double deck. Postpone South base until line gets to Fife or Tacoma where more reasonable sites and construction costs should be available.

| AI Levine (Communications ID 474316) | | |
|--------------------------------------|---|--|
| Comment ID | Comment Text | Response |
| 1 | None of these options make any financial sense. Renegotiate if necessary restrictions on SODO BASE and expand or double deck. Postpone South base until line gets to Fife or Tacoma where more reasonable sites and construction costs should be available. | In 2019, Sound Transit conducted an extensive alternative site assessment process that resulted in the Sound Transit Board identifying the Midway Landfill, South 336th Street, and South 344th Street alternatives for study in the Draft EIS. More information on the alternatives evaluation process and considerations can be found in the OMF South Alternatives Evaluation Technical Memorandum (https://www.soundtransit.org/sites/default/files/documents/operations-and-maintenance-facility-south-alternatives-evaluation-technical-memorandum.pdf). |

Communication ID: 474317

OMF South DEIS OOH Comment 80

04/15/2021

Steven Dent

I would like to express my concerns about location the OMF south at either of the Federal Way sites. The Kent Landfill site seems better suited for the OMF site with simplified access to existing tracks, cleaner access to Hwy 99 and I-5 for staff, and less impact to surrounding residential property and businesses. The Federal Way site may be "cheaper" to build and have a lower projected operating cost but has more negative impacts to surrounding wet-lands and residential property.

| Steven Dent (Communications ID 474317) | | |
|--|--|--|
| Comment ID | Comment Text | Response |
| 1 | The Kent Landfill site seems better suited for the OMF site with simplified access to existing tracks, cleaner access to Hwy 99 and I-5 for staff, and less impact to surrounding residential property and businesses. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | The Federal Way site may be "cheaper" to build and have a lower projected operating cost but has more negative impacts to surrounding wet-lands and residential property. | Please see the response to Common Comments 3 and 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474318

OMF South DEIS OOH Comment 79

04/15/2021

Leonard Barrett

I strongly believe that the Midway Landfill is the best option.

| Leonard Barrett (Communications ID 474318) | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 1 | I strongly believe that the Midway Landfill is the best option. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474319

OMF South DEIS OOH Comment 78

04/15/2021

Loss of city revenue as land goes off the tax rolls dollars generated at both FW sites. Elimination of some of the only vacant lots for industry. In concert with the proposed ARG development directly east of these sites with semi truck traffic of 900 plus per day not counting for hundreds of workers on the ARG site and the hundreds of transit workers will stop function of the Highway 18 and Weyerhaeuser Way interchange making that area to be very unsafe and totally backed up .

| Anonymous (Communications ID 474319) | | |
|--------------------------------------|--|---|
| Comment ID | Comment Text | Response |
| 1 | Loss of city revenue as land goes off the tax rolls dollars generated at both FW sites. Elimination of some of the only vacant lots for industry. In concert with the proposed ARG development directly east of these sites with semi truck traffic of 900 plus per day not counting for hundreds of workers on the ARG site and the hundreds of transit workers will stop function of the Highway 18 and Weyerhaeuser Way interchange making that area to be very unsafe and totally backed up. | OMF South could result in an initial loss of tax revenue, though it would generate new economic activity. Please see Section 3.5, Economics, in the Final EIS. Chapter 4 of the Final EIS discusses the cumulative effects of the OMF South project and other planned projects in the area. |

Communication ID: 474320

OMF South DEIS OOH Comment 77

04/15/2021

Please use the Midway landfill for the OMF site. This is a great opportunity to make this area usable for an important public resource with the least amount of impact on businesses in the area. This would be great PR for South Transit

| Anonymous (Communications ID 474320) | | |
|--------------------------------------|---|---|
| Comment ID | Comment Text | Response |
| 1 | Please use the Midway landfill for the OMF site. This is a great opportunity to make this area usable for an important public resource with the least amount of impact on businesses in the area. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474321

OMF South DEIS OOH Comment 76

04/15/2021

Greg Luke

I believe the 336th st. site would be the best place for the OMF. It has the least impact on the residential population, businesses and environmental issues. It's also one of the least expensive to build and maintain. There are too many variables and issues to consider at the Midway Landfill site. Although it doesn't impact businesses or residents it would be too costly and lengthy to build.

| Greg Luke (Communications ID 474321) | | |
|--------------------------------------|---|--|
| Comment ID | Comment Text | Response |
| 1 | I believe the 336th st. site would be the best place for the OMF. It has the least impact on the residential population, businesses and environmental issues. It's also one of the least expensive to build and maintain. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | There are too many variables and issues to consider at the Midway Landfill site. Although it doesn't impact businesses or residents it would be too costly and lengthy to build. | Please see the response to Common Comment 4 in Table 5.5-1L.1-1, Response, Responses to Common Comments, in the Final EIS. |

Communication ID: 474322

OMF South DEIS OOH Comment 75

04/15/2021

Clark Ressler

I get the uneasy feeling that Sound Transit has made their decision not to use the Midway site. The old landfill site does pose some construction challenges they want to avoid. The maintenance facility in South Seattle was built over tide flats that were filled in. The tracks and buildings appear to be doing OK in that area. I feel the Midway site would put to use a large vacant land area and not displace any residents or businesses.

| Clark Ressler (Communications ID 474322) | | |
|--|--|---|
| Comment ID | Comment Text | Response |
| 1 | I get the uneasy feeling that Sound Transit has made their decision not to use the Midway site. The old landfill site does pose some construction challenges they wants to avoid. The maintenance facility in South Seattle was built over tide flats that were filled in. The tracks and buildings appear to be doing OK in that area. I feel the Midway site would put to use a large vacant land area and not displace any residents or businesses. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474323

OMF South DEIS OOH Comment 74

04/15/2021

I. Believe the landfill option is too expensive and will delay the process. I think the church option is not desirable because of the 2 streams that will need to be rerouted. I think the 3rd option is best. The Elenos Yogurt plant and other businesses can find other places to relocate their business within Federal Way. There are lots of empty buildings available. Same with the residents. With the help of Sound Transit's relocation team, the residents will find other places to call home. This is not a desirable place to live because of the crime. My choice is the 3rd option. Thanks for listening.

| Anonymous (Communications ID 474323) | | |
|--------------------------------------|--|--|
| Comment ID | Comment Text | Response |
| 1 | I. Believe the landfill option is too expensive and will delay the process. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | I think the church option is not desirable because of the 2 streams that will need to be rerouted. | Please see the response to Common Comments 3 and 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474324

OMF South DEIS OOH Comment 73

04/15/2021

Michael Andrews

344th is the best bet

| Michael Andrews (Communications ID 474324) | | |
|--|-----------------------|---|
| Comment ID | Comment Text | Response |
| 1 | 344th is the best bet | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474325

OMF South DEIS OOH Comment 72

04/15/2021

Greg Moak

I think you should locate the new maintenance facility at the Midway Landfill. It's the only site that doesn't require existing businesses to relocate. Even though there may be some site cleanup required from the landfill it has to be more cost effective and less disruptive than the other two options. Plus, what else would the old landfill site ever be used for if not the maintenance facility. It is adjacent to I-5 for easy freeway access. I think the landfill site is a no brainer.

| Greg Moak (Communications ID 474325) | | |
|--------------------------------------|---|---|
| Comment ID | Comment Text | Response |
| 1 | I think you should locate the new maintenance facility at the Midway Landfill. It's the only site that doesn't require existing businesses to relocate. Even though there may be some site cleanup required from the landfill it has to be more cost effective and less disruptive than the other two options. Plus, what else would the old landfill site ever be used for if not the maintenance facility. It is adjacent to I-5 for easy freeway access. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474326

OMF South DEIS OOH Comment 71

04/15/2021

I think midway landfill is best. This is not very good economic use of properties in Federal Way.

| Anonymous (Communications ID 474326) | | |
|--------------------------------------|---|---|
| Comment ID | Comment Text | Response |
| 1 | I think midway landfill is best. This is not very good economic use of properties in Federal Way. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |

Communication ID: 474327

OMF South DEIS OOH Comment 70

04/15/2021

David Kingstone

I'm an owner of Unit B22 at Garage Town, which will be impacted if the South 344th Street is chosen. Three comments: 1. Having visited both the Seattle and Bellevue Maintenance Facilities, they are built on 'billiard table' flat land. This makes the Midway Landfill site the most suitable location, as it is uninhabited and flat and immediately adjacent to the light rail tracks already under construction to Federal Way. All these criteria make Midway the most obvious choice, especially if there is any delay in the further extension to Tacoma. 2. Given the South 344th site impacts the highest number of properties, businesses and jobs, I found it difficult to believe that the cost of developing this site was the same as that at South 336th, especially given the physical geography of this site is even to the untrained eye more difficult to navigate/excavate, plus the large number of properties to purchase alone) must make this option significantly more expensive. 3. Throughout the EIS, there is no mention of the weighting given to each of the different assessed study criteria, i.e. what are the most important criteria that the Board will consider. I would request, in the interests of transparency, that these weightings be shared publicly, so we can understand how the final decision will be calculated and arrived at. Midway is the way to go. I trust the Board will make its decision in this direction. Best for the community at large. Many thanks for your consideration, Dave Kingstone, Kenmore, WA (04/15/2021)

| David Kingstone (Communications ID 474327) | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 1 | Having visited both the Seattle and Bellevue Maintenance Facilities, they are built on 'billiard table' flat land. This makes the Midway Landfill site the most suitable location, as it uninhabited and flat and immediately adjacent to the light rail tracks already under construction to Federal Way. All these criteria make Midway the most obvious choice, especially if there is any delay in the further extension to Tacoma. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | Given the South 344th site impacts the highest number of properties, businesses and jobs, I found it difficult to believe that the cost of developing this site was the same as that at South 336th, especially given the physical geography of this site is even to the untrained eye more difficult to navigate/excavate, plus the large number of properties to purchase alone must make this option significantly more expensive. | Table 2.5-1, Opinion of Probable Cost for Preliminary Engineering Design of the Build Alternatives, in Chapter 2 of the Final EIS shows the opinion of probable cost estimates for each OMF South build alternative broken out by real estate and relocation, final design and construction, and total capital preliminary estimate. At this early stage of the project, these numbers are provided for comparative purposes only. A more detailed estimate will be developed as the project advances through design. |
| 3 | Throughout the EIS, there is no mention of the weighting given to each of the different assessed study criteria, i.e. what are the most important criteria that the Board will consider. I would request, in the interests of transparency, that these weightings be shared publicly, so we can understand how the final decision will be calculated and arrived at. | The different elements of the environment studied in the EIS are not weighted. The Sound Transit Board will consider the findings in the Final EIS, comments on the Draft EIS, and other factors when selecting the project to be built. |

April 19, 2021

Mr. Hussein Rehmat
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

RE: OMF location in South King County

Dear Mr. Hussein Rehmat;

Sound Transit is currently considering three (3) potential alternatives for the location of the new South Operations and Maintenance Facility (OMF). Two locations are in Federal Way and one location is the **Kent Midway Landfill** site. The focus is narrowing on two locations in Federal Way. This, to me, is a willful disregard to local area communities when a much more logical alternative exists: use of the **Kent Midway Landfill** site.

The Federal Way locations are detrimental to the local community with regard to housing, business and institution displacement. The resulting disruption serves to negate any positive impact the OMF would have on providing more jobs to the area. Additionally, an OMF at the Federal Way sites would have a detrimental impact to the Hylebos Creek. Building the OMF on the **Kent Midway Landfill** site would eliminate displacement of residents, businesses and institutions further enhancing the OMF's benefits to local communities. Use of the **Kent Midway Landfill** site returns a formerly polluted location to productive use instead of doing environmental harm to another area.

The **Kent Midway Landfill** Superfund Site has been deemed "Site Ready for Reuse and Redevelopment" since 2007. One of the goals of Superfund Cleanup is to return a site to productive use. What better use for this particular site? The eastern perimeter of this site is already being developed for track to be laid for the Federal Way Link Light Rail Extension Project. To use the site to further support our region's transportation infrastructure by choosing it as the South OMF site is a logical next step.

Developing the **Kent Midway Landfill** Superfund site will be more expensive in the short term, but the long term benefits brought about by added OMF jobs

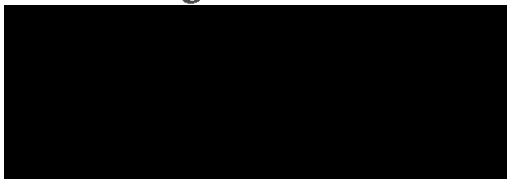
without disruption to local communities and their ecosystems is more than worth that cost. To date, you have not indicate any exploration of federal assistance. With the present administration's goal toward reclaiming land, this is myopic in the extreme.

Investing in the South OMF at the Kent Midway Landfill site now is not only the right thing to do, it is a social, economic and ecological imperative.

Sincerely,



Karen Brugato



CC:

Senator Patty Murray
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Washington DC 20510

Senator Maria Cantwell
511 Hart Senate Office Building
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Governor Jay Inslee
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Federal Way City Council
33325 8th Ave., South
Federal Way, WA 98003

Mayor Jim Ferrell
33325 8th Ave., South
Federal Way, WA 98003

| Karen Brugato (Communications ID 474908) | | |
|--|---|---|
| Comment ID | Comment Text | Response |
| 1 | The Federal Way locations are detrimental to the local community with regard to housing and business displacement. The resulting disruption serves to negate much of the positive impact the OMF would have on providing more jobs to the area. Additionally, an OMF at the Federal Way sites would have a detrimental impact on Hylebos Creek. | Please see the response to Common Comment 3 in Table L.1-1, Responses to Common Comments, in the Final EIS. |
| 2 | Building the OMF on the Kent Midway Landfill site would eliminate displacement of residents, businesses and institutions further enhancing the OMF's benefits to local communities. Use of the Kent Midway Landfill site returns a formerly polluted location to productive use instead of doing environmental harm to another area. | Please see the response to Common Comment 4 in Table L.1-1, Responses to Common Comments, in the Final EIS. |