



APPENDIX D

Scoping Comments from Tribes, Agencies, and Elected Officials (Continued)



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March 29, 2019

Hussein Rehmat
Environmental Planner
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

RE: Operation and Maintenance Facility South Scoping Comment

Dear Mr. Rehmat,

The City of Kent appreciates the opportunity to provide comments during the scoping period for the light rail Operation and Maintenance Facility South (OMFS). Several of the potential sites are located within the City of Kent. Kent is strongly opposed to Site 1 (S. 240th St and Sr 99) and we recommend that the site be removed from consideration. However, Site 3 (Midway Landfill and I-5) is also within the City of Kent, and we strongly encourage the Sound Transit Board to advance this site through the environmental process.

This comment letter contains comments on the following topics:

- Comments on Purpose/Need statement
- Comments on criteria and site analysis within the OMF South Alternatives Evaluation Technical Memorandum, dated February 2019
- Comments on preliminary cost estimates
- Geotechnical comments related to the Midway Landfill
- Comments on consistency with adopted local and regional plans

Purpose and Need Statement

On December 20, 2012, the ST Board passed Resolution R2012-24 establishing ST's TOD Policy. The Resolution requires ST to "implement TOD strategies as the agency plans, designs, builds and operates the regional transit system, through cooperation and partnerships with public and private entities." The Resolution defines TOD as:

... development projects that create dense, pedestrian-oriented environments with a mix of land uses and activities at and around transit facilities. The design, configuration and mix of buildings and activities around the transit facility, as well as the location and design of the transit facility, should encourage people to use transit and foster a healthy, livable environment. TOD is generally focused on land within approximately one-half mile, or 10- to 15 minute walk, of a transit facility and along corridors that provide key connections to the regional transit system.

The Resolution further explains that:

TOD strategies focus urban growth around transit facilities and leverage transit investments to help produce regional and local benefits, such as increases in transit ridership, development of housing options, walkable communities, and improved access to jobs and economic opportunities.

Also, as noted in Section 1.0 of ST's TOD policy updated in 2018 (ST Resolution R201-10), "the 2016 voter approved regional transit system plan established TOD as a programmatic component of implementing the agency's mission to plan, build and operate regional mass transit." The same section continues by stating the policy responds to that direction by planning for equitable TOD throughout project delivery emphasizing partnerships and collaboration, and committing the agency to inclusive and transparent engagement throughout every phase of the project delivery. This includes the planning phase through project delivery, including scoping. The following goals are from Section 2.0 of the TOD policy:

- 2.1.1 – Increase the value and effectiveness of transit by increasing ridership
- 2.1.2- Support implementation of state, regional and local growth plans and policies and strategies. (Several plans are highly supportive of TOD)
- 2.1.3 – Make equitable TOD an integral component of and supportive of transit project planning and delivery.
- 2.1.5 – Encourage the creation of diverse housing options near transit with priority to affordability.
- 2.1.6 – Encourage convenient, safe multi-modal access to the transit system, with an emphasis on non-motorized access.

Given Sound Transit's own TOD policy, then, the following bullet should be added to the list of bullets for the purpose portion of the Purpose and Need statement:

"Support and implement Sound Transit policies and goals, as well as the policies and goals of regional and local partners, specifically including preservation of Transit-Oriented Development zoned properties for the intended uses as identified in adopted plans."

Evaluation Criteria and Site Analysis

The City has reviewed the OMF South Alternatives Evaluation Technical Memorandum, dated February 2019, and provides the following comments on the criteria tables A-1 and B-1:

Environmental Factors

Current and Proposed Zoning – Site 1 (S. 240th St and SR99) is within the Midway Subarea Planning area, which has significant potential for redevelopment. The scoring for the criteria is subjective and completely silent on the potential for transit oriented development. The adopted Midway Subarea Plan used light rail as a catalyst for land use policies that relied on redevelopment potential and TOD; Sound Transit, too, recently adopted a policy supportive of TOD particularly around light rail stations. Furthermore the City of Kent passed zoning that specifically prohibits transit operations and

maintenance facilities at this proposed location, but specifically allows them to the south. Table A-1 should be revised to include transit oriented development impacts as a criteria and the analysis for Site 1 would result in the lowest suitability or a score of 1. This would result in a change from “yellow” to “red” on Table B-1.

Street/Roads – While Site 1 may be accessed via major arterials or highways, there is concern about increased truck traffic to the north on 30th Ave S. where the FWLE Kent-Des Moines transit station will be located and from which Kent-Des Moines Road will be accessed. This would create additional conflict between pedestrians (ST customers) and trucks. Truck quantities are unknown. This criterion should be coded yellow on Table B-1 or specifically noted on Table A-1, that access off S. 240th Street would be prohibited if the site were chosen for OMFS.

The Midway Subarea Plan, adopted in 2011, includes planned non-motorized facilities between I-5 and SR99. Kent has been working with the Kent Bicycle Advisory Board on an updated non-motorized plan since March 2018 for inclusion in the Transportation Master Plan which is in the process of being updated.

Planned non-motorized facilities in adopted plans should be given weight in the analysis. For Site 1, Table A-1 should be revised to include “Planned Pedestrian and Bike Path.” Table B-1 should be revised from “green” to “yellow” at a minimum.

Floodplains and Critical Areas - For Site 4 (Star Lake Park and Ride), Table A-1 states, “site encroaches slightly on erosion hazard area to north” and is shown as “yellow” on Table B-1. The Kent Surface Water Design Manual (2017) includes the Erosion Hazard Area map for the City of Kent. This map shows Site 1 includes Erosion Hazard Areas in the northwest corner. Site 1 and Site 4 should be scored the same, and given the presence of erosion hazard areas for Site 1, Table A-1 should be revised from “No mapped water resources or landslide/erosion hazard areas” to “Erosion Hazard Area located in the northwest corner.” Also Table B-1 should be revised from “green” to “yellow” for this criterion for Site 1 which is consistent with analysis for Site 4.

Operational Factors

Size/Configuration – If Site 1 does not meet all the criteria as noted by a score of 2 or “yellow” on Table B-1, it should be removed from consideration.

Maintenance Window – Information provided in the Technical Memo is subjective. It is not possible to provide meaningful comments based on the information provided.

Operability – Sound Transit staff has identified a 1.5 mile distance from active track. How 1.5 miles was determined has not been explained in documents provided by Sound Transit.

Operating Estimates – As drafted in the Technical Memo, the operating costs are listed as high, medium and low with no explanation. It is not possible to provide meaningful comments based on the information provided.

Plan Consistency and Criteria

Sound Transit Long Range Plans – This criterion should have some additional information to describe how the analysis was completed—specifically, include some level of explanation of how the sites are or

are not consistent with the Sound Transit Long Range Plan/ST3. Furthermore the ST3 Plan specifically states that it is consistent with PSRC's Vision 2040 and Transportation 2040 plans. As outlined below, Site 1 is not consistent with Vision 2040 or Transportation 2040. Therefore, for Site 1, this criteria should be revised to a "Not Consistent" on Table A-1 and reflected as a red on Table B-1.

Missing Criteria that should be considered in the analysis

Local Comprehensive Plans - A glaring omission from the criteria is adopted local land use plans. Adopted comprehensive plans and sub area plans should be included in the analysis. A draft list of criteria dated July 9, 2018, included "compatibility with adjacent zoning and land use plans," which was subsequently removed from the list. This criterion should be added back in.

Transit Oriented Development – Sound Transit updated its TOD policy in the April 2018. Given regional goals as noted in Vision 2040 and Transportation 2040 to support transit oriented development, particularly around high capacity transit stations, TOD impacts should be included as a criterion in the analysis and reflected in Table A-1 and Table B-1.

Social Justice – It is well known the south Puget Sound communities are some of the most diverse communities in the Sound Transit service area. In addition, income levels are lower than other communities served by Sound Transit. The impacts of different sites on social justice/equity should therefore be analyzed to ensure negative impacts are minimized.

Economic Impact to Host Jurisdictions – Table A-1 and Table B-1 include cost impacts to Sound Transit from both a capital and operational perspective. However, the analysis does not include any analysis of fiscal impacts to the jurisdictions in which the sites are being considered. Assuming a 100-year-plus lifecycle for the OMF, annual loss of the revenue to the local jurisdictions is significant. The impacts due to lost revenue to local jurisdictions will vary greatly between the six potential sites and should be considered in the decision-making process. If ST costs are being analyzed, it is fair that fiscal impacts to local jurisdictions should also be included in the analysis and used in the decision making process.

All the sites are within the Regional Taxing Authority and the loss of businesses and potential business will reduce revenue to the local jurisdiction for the life of the facility, likely in perpetuity. As a result, unless the facility is located on a site that is not generating revenue for local jurisdictions, services in the host jurisdiction would need to be cut and/or property owners within that jurisdiction would be required to pay higher taxes to make up the difference. Residents within the host jurisdiction would potentially shoulder an extra burden as a result of the OMF project.

Net Job Loss/Gain

ST has stated that the OMF would provide 300 jobs to the local jurisdiction. However, ST has not completed an analysis of the number of jobs that would be lost for the six potential OMF sites. This criteria should be included in the analysis.

Other

Table 3-1

A note at the bottom on Table 3-1 in the OMF South Alternatives Evaluation Technical Memorandum states that all sites south of Site 10A have been eliminated from consideration since the sites would be more than 1.5 miles from the terminus of the FWLE. The technical memo does not describe how the

maximum of 1.5 mile distance was identified. With many sites being eliminated based on this criterion, more explanation is needed.

Cost Estimates

Sound Transit has prepared a preliminary cost estimate for each site identified in the OMF South Alternatives Evaluation Technical Memorandum, dated February 2019. Staff from Sound Transit met with City of Kent representatives to discuss these cost estimates and noted that they represent a 1 to 3-percent level of design. At Site 3, the Midway Landfill at I-5, where the \$1.3 estimate is approximately 50% higher than the next lower alternative, a greater level of investigation needs to be completed. The current plan includes significant structural improvements that have not been properly vetted prior to reporting such a significant cost differential, nor have alternatives analysis been completed for the site.

City staff have contacted Seattle Public Utilities and geotechnical consultants regarding Sound Transit's initial design; it would appear that Sound Transit's 1 to 3-percent level of design is unnecessarily conservative. The city has requested calculations to review the basis of this design; however, that information has not been provided by Sound Transit.

The use of fixed-percentage contingency and inflated costs due to unnecessary structural improvements, along with assumed 'clean' property values for the landfill site render the cost estimates suspect at best, if not invalid.

As noted in the Midway Landfill Geotechnical section below, there appears to be a strong case for alternative construction methods for an OMF on the Midway Landfill that could be considerably less costly than the preliminary cost estimates provided in the OMF South Alternatives Evaluation Technical Memorandum. These alternatives should be studied during the environmental review process and therefore Site 3, Midway Landfill and I-5, should move on and be considered in the environmental process.

Geotechnical Comments

The Midway site is an unlined landfill with waste that was placed from 1968 to 1983. During this time, approximately three million cubic yards of waste was placed in the landfill. The solid waste in the landfill is reported to be up to 130 feet thick in some areas and consists primarily of industrial waste, demolition materials, and wood waste. Based on the reported settlement of the site over past decades, it is reasonable to characterize the landfill waste as significantly less compressible than would be expected for a typical municipal solid waste landfill. The landfill cap (constructed from 1989 to 1991) has been successful at collecting and diverting stormwater, with the net result that the groundwater level has dropped significantly within the landfill, and the generation of landfill gas from decomposing waste has slowed significantly as the landfill waste has dried out.

There do not appear to be consistent monitoring records regarding landfill settlement. However, based on the duration of time since the landfill cap was constructed, the primary consolidation settlement from this fill placement can be reasonably assumed to be complete. The landfill waste degradation has slowed significantly (as seen by the small quantity of landfill gas being collected by the landfill gas

collection system), confirming that the long-term compression due to reorientation and breakdown of the waste is also largely complete.

The City's geotechnical consultant reviewed historical reports and ground surface data from the Midway landfill site. Using a 1966 ground surface topographic map (prior to the beginning of landfilling activities), and comparing with a 1996 ground surface topographic map (after cap and cover activities were complete), the approximate thickness of landfill waste was estimated. By comparing 2005 and 2016 ground surface topographic maps, the actual ground surface settlement over this 11-year period can be estimated. This observed settlement is due to the long-term compression and breakdown of landfill waste. Based on published research, landfill waste decomposition and the resulting ground surface settlement is typically considered complete after approximately 50 years.

Based on back-calculation of the long-term settlement properties of the landfill waste and projection of estimated long-term settlement from year 2022 (estimated completion of OMF) to 2033 (50 years after placement of the last landfill waste), the post-construction settlement was estimated. With the exception of one data point near the WSDOT ROW (estimated at just over 1 foot of settlement), the post-construction settlement is anticipated to be typically less than 9 inches. Due to the thickness of the landfill cap and cover, settlement would occur gradually over large areas and would therefore be unlikely to affect operation of the OMF rail yard.

Based on this preliminary data, there appears to be a strong case for consideration of supporting the OMF rail yard at-grade. The OMF maintenance building would need to be supported in an area where fill has been removed, where the existing landfill waste has been improved (such as with cement deep soil mixing), or on deep foundations.

Reasonable and cost-effective alternatives appear to be feasible and should be considered and studied in lieu of the DEIS alternative configuration that assumes the entire OMF is supported on piles with a 33-acre structural platform.

Sound Transit provided the City of Kent a copy of the Landfill Study Report: Landfill Redevelopment Research Appendix Draft 1, a technical memo prepared by HDR for Sound Transit dated March 1, 2019. This report identifies seven facilities that have been constructed on landfills, some of which are operations and maintenance facilities. This technical memo provides further evidence facilities can be constructed on landfills and that Site 3 should move on to the DEIS process.

Policies/Plans

The following tables identify adopted local and regional plans as well as some correspondence between Sound Transit and the City of Kent. These plans include regional level plans that embrace high capacity transit as well as the local plans that help provide more detail locally to help implement these regional goals. Kent and Sound Transit have worked together for several years on the Federal Way Link Extension that will help catalyze the TOD envisioned in these documents. The following goals and policies support the need to retain TOD properties as envisioned in the Midway Subarea Plan, support the city's recommendation to remove Site 1 from consideration, and support Site 3 moving forward through the EIS process. The comments below are specific to Site 1 unless otherwise noted.

Vision 2040 - Puget Sound Regional Council

Adopted Policy/Goal	Page	Analysis
"Overarching Goal: The region will focus growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character."	45	An OMF that displaces 30-50 acres within the watershed of high capacity transit station would preclude the compact, walkable transit-oriented development pattern called for in this goal.
"MPP-DP-2: Encourage efficient use of urban land by maximizing the development potential of existing urban lands, such as advancing development that achieves zoned density."	47	Displacing 30-50 acres of prime TOD land would be an inefficient use of land close to a high-capacity transit station. An OMF in this area zoned for high density would preclude the achievement of that zoned capacity and would not be consistent with Vision 2040.
"Compact Urban Communities Policies – MPP-DP-14: Preserve and enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, a high degree of connectivity in the street network to accommodate walking, bicycling and transit use, and sufficient public spaces."	52	Locating an OMF on 30-50 acres of prime TOD land would both destroy the existing neighborhood commercial fabric and preclude the future envisioned in this policy of an urban community with diverse housing choices and multimodal connections. The TOD land around the KDM station area is primed and zoned for the vibrant, compact urban community called for in this policy; an OMF near KDM would be counter to this policy and Vision 2040.
"MPP-DP-15: Support the transformation of key underutilized lands, such as brownfields and grayfields, to higher density, mixed use areas to complement the development of centers and enhancement of existing neighborhoods."	52	Locating an OMF in a transit-oriented station area when there is a large underutilized landfill (Site3) just to the south would not complement the development of centers as called for in this policy; it would destroy the center and leave the brownfield underutilized. Locating the OMF on Site 3 would be consistent with Vision 2040.

Vision 2040 - Puget Sound Regional Council

Adopted Policy/Goal	Page	Analysis
<p>"Overarching Goal: The region will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the regional growth strategy and promotes economic and environmental vitality, and better public health... The regional perspective for transportation recognizes the critical link between transportation, land use planning, economic development, and the environment."</p>	77	<p>For the link light rail system to truly support the regional growth strategy, promote economic vitality, and improve public health, decision making about each piece of light rail infrastructure must take TOD in its station areas into account with the highest priority placed upon maximization of TOD. The placement of an OMF within a station area negates the link between land use and transportation cited in this goal; locating an OMF where there could be higher intensity, transit-oriented land uses would be in opposition to the regional growth strategy.</p>
<p>"MPP-T-9: Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy."</p>	83	<p>Locating an OMF within a light rail station area and therefore within prime TOD land would not support the regional growth strategy within Vision 2040 which calls for dense, transit-oriented communities.</p>
<p>"MPP-T-20: Design transportation facilities to fit within the context of the built or natural environment in which they are located."</p>	83	<p>An OMF is not a good contextual fit for an area of the built environment that is intended for TOD, and is in close proximity to KDM station.</p>
<p>"MPP-T-21: Apply urban design principles in transportation programs and projects for regional growth centers and high-capacity transit station areas."</p>	83	<p>Sound urban design principles include compact, high intensity, dense building forms within high capacity transit walksheds; applying these principles to Sound Transit's light rail expansion program necessitates the preservation of TOD areas around stations such as KDM. Siting an OMF in prime TOD areas would be counter to accepted best practices in urban design and would not be consistent with Vision 2040.</p>
<p>"Goal: The region will invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy."</p>	85	<p>The placement of an OMF within a station area where there could be higher intensity, transit-oriented land uses would be in opposition to the regional growth strategy.</p>

Vision 2040 - Puget Sound Regional Council

Adopted Policy/Goal	Page	Analysis
<p>"MPP-PS-23: Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community..." (continued below)</p>	95	<p>Social impacts: The light rail line through South King County passes through the region's most racially and culturally diverse communities. The median income for the census tract that covers the KDM station area is \$37,018, and over 60% of households made less than \$50,000 in yearly income according to American Community Survey data (5-Year Estimates from 2017). Placement of an OMF within the KDM station area will substantially reduce the property available for housing development near KDM station, which reduces the future housing availability/affordability for this low-income community. Economic impacts: The economic impacts on this host community would be devastating. Hit hard by Streamlined Sales Tax, the City of Kent cannot afford to lose retailers to zero to low value development such as a maintenance yard. The transformation of the Midway area, as envisioned in the adopted Midway Subarea Plan, was supposed to bring investment and revenue to the city through mixed use development and place-making—creating a high value, high intensity, urban place by embracing high</p>
<p>"...(2) equitably balances the location of new facilities..." (continued below)</p>	95	<p>Equitably balancing locations of new facilities: locating an OMF in such a diverse area in an equitable way means taking more factors into account than might be required in locating, e.g., the OMF-E. Understanding the fiscal impacts to the jurisdiction, understanding the unique market that light rail represents in an area struggling to attract dense urban development, and understanding the value of light rail investment in a car-dependent place means that an OMF cannot meet equity goals if located in a high capacity transit station area.</p>

Vision 2040 - Puget Sound Regional Council

Adopted Policy/Goal	Page	Analysis
"...and (3) addresses regional planning objectives."	95	Regional planning objectives: The placement of an OMF in a prime TOD area around a high capacity transit station would be counter to regional planning objectives such as the regional growth strategy (see other comments for analyses of many regional planning objectives). Locating an OMF on Site 1 would not be consistent with Vision 2040.

Transportation 2040 - Puget Sound Regional Council

Adopted Policy/Goal	Page	Analysis
"All plans for regional growth centers and high-capacity transit station areas shall address these guidelines... 1. Encourage a mix of complementary land uses, particularly uses that generate pedestrian activity and transit ridership." (list continued below)	7	An OMF is not a complementary land use for a high capacity transit station area; it generates no pedestrian activity and significantly discourages transit ridership. Therefore an OMF on Site 1 is not consistent with Transportation 2040.
"2. Encourage compact growth by addressing planned density." (list continued below)	7	Compact growth and planned density will not be possible if an OMF is located in the high capacity transit station area. Therefore Site 1 should be removed from consideration.
"3. Link neighborhoods; connect streets, sidewalks, and trails." (list continued below)	7	A large footprint, impenetrable site such as an OMF would disconnect the area around the station from everything else; streets and sidewalk connectivity would be severely diminished.
"6. Design for pedestrians and bicyclists." (list continued below)	7	Pedestrians and bicyclists would not be well accommodated in the design of the KDM station area if an OMF were sited there due to decreased pedestrian interest, decreased multimodal connectivity, and disconnected infrastructure. Conversely, the Midway Subarea Plan includes considerations for bikes and pedestrians.
"7. Provide usable open spaces for the public." (list continued below)	7	TOD would be developed with open space requirements that will benefit this area currently underserved by parks; taking up prime TOD land with an OMF would prevent both the compact urban development and the needed open space from happening as well.
"Transportation 2040 has been designed to support and implement Vision 2040's <i>Regional Growth Strategy</i> which advances a development pattern that will: Enhance the region's existing communities... [and] Better connect all people with jobs, services, and recreational opportunities."	8	Locating an OMF in a high capacity transit station area would be in opposition to the Regional Growth Strategy which focuses housing growth in those areas; it would detract from the existing community and disconnect people from the benefits of light rail and the access to jobs and services that high capacity transit can bring. Therefore Site 1 should be removed from consideration.

Transportation 2040 - Puget Sound Regional Council		
Adopted Policy/Goal	Page	Analysis
"Transportation 2040 contains investments that reduce the length of vehicle trips, increase transit ridership ..."	9	Locating an OMF in a high capacity transit station area reduces the potential number of people who could access transit without using a vehicle; it clearly decreases ridership as well. This would go against the thrust of T2040 and its project lists.
"Transportation 2040 supports the development of transit-oriented communities in conjunction with implementation of the region's transit system."	10	Locating an OMF in a high capacity transit station area would prevent the development of a transit-oriented community at KDM. Again an OMF on Site 1 would be inconsistent with Transportation 2040.
"Well-designed transit-oriented communities can lead to a range of substantial social and environmental benefits. Transit-oriented communities have the potential to: Promote health by encouraging walking and biking, cutting air pollution, and reducing motor vehicle accidents; Lower household expenses for transportation; Reduce municipal infrastructure costs; Help meet the growing demand for "walkable communities... Cut energy consumption and greenhouse gas emissions associated with both transportation and the built environment."	10	Locating an OMF in a high capacity transit station area displaces a potential transit-oriented community; discourages walking and biking by displacing land that could be used for housing people who would have more non-vehicle trip options; reduces housing that would make household expenses for transportation lower; displaces a potential "walkable community" and reduces the potential number of people who could access transit without using a vehicle thereby increasing energy consumption and greenhouse gas emissions.
"Station area planning. Local jurisdictions, in collaboration with regional transit agencies and PSRC, are encouraged to conduct comprehensive sub-area planning for high-capacity transit station areas, typically to cover the area defined by a half- to three-quarter mile walking distance radius around the station site."	11	The City of Kent, in collaboration with City of Des Moines and with Sound Transit's participation, conducted a comprehensive subarea planning process which resulted in the adoption of the Midway Subarea Plan in 2011. That Plan calls for high density TOD in the KDM station area; locating an OMF in this area would render the proactive planning done obsolete. The Midway Subarea Plan is consistent with Transportation 2040. This provides another example of an OMF on Site 1 being inconsistent with adopted regional plans.

Transportation 2040 - Puget Sound Regional Council

Adopted Policy/Goal	Page	Analysis
"Station area planning should consider the fine-grained issues and opportunities that help transit-oriented communities function well, such as attractive and functional walking and bicycling, and thoughtful design standards for architecture, site design, street trees, street furniture, and open spaces."	11	The Midway Subarea Plan considered such fine-grained issues and included Design Guidelines that required exactly these thoughtful design requirements; locating an OMF within the station area would displace and prevent attractive and functional walking and biking infrastructure as well as the type of buildings that are envisioned in terms of thoughtful design standards for architecture and site design.

Transportation 2040 Appendix C - MultiCounty Planning Policies

Adopted Policy/Goal	Page	Analysis
<p>"MPP-DP-35: Develop high quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling and transit use."</p>	7	<p>Displacing 30-50 acres of prime TOD land would prevent the development of such a high quality, compact urban community as envisioned in this policy. Displacing the existing and potential future businesses would negatively impact the sense of place that is nascent along the Highway 99 corridor; it would prevent the provision of mixed uses and choices in housing types and would discourage walking, bicycling and transit use by placing a large footprint, impenetrable site in the KDM station area where otherwise multimodal connectivity and transit ridership could flourish.</p>
<p>"MPP-T-10: Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.</p>	12	<p>The City of Kent is a willing partner in the coordination of the implementation of the FWLE, the Midway Subarea Plan and OMFS; mixed use development that supports overall mobility and light rail specifically is of prime importance to the City of Kent; meeting this policy necessitates Sound Transit's agreement with the vision of the KDM area as a mixed use area and alignment with the Midway Subarea Plan in decision-making. Sound Transit has participated in many discussions with the development of the FWLE project and should continue to support the implementation of this plan.</p>
<p>"MPP-T-11: Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development."</p>	12	<p>Locating an OMF that specifically prevents compact, pedestrian- and transit-oriented densities and development on Site 1, would be counter to this policy. All transportation facilities, including operations and maintenance facilities, must be sited to support the urban growth envisioned in this policy to be consistent with the ST3 plan.</p>

Transportation 2040 Appendix C - MultiCounty Planning Policies

Adopted Policy/Goal	Page	Analysis
"MPP-T-16: Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections."	12	Locating an OMF within the TOD area would discourage walking, bicycling and transit use by placing a large footprint, impenetrable site in the KDM station area where otherwise multimodal connectivity and transit ridership could flourish and has been envisioned in local land use plans.
"MPP-T-20: Design transportation facilities to fit within the context of the built or natural environments in which they are located."	12	An OMF is not a good contextual fit for an area of the built environment that is intended for TOD, and is in close proximity to KDM station.

The Regional Transportation Plan - 2018

Adopted Policy/Goal	Page	Analysis
"Catalyze economic and transit-oriented development. Public transportation investments will spark economic and transit-oriented development throughout the region. The investments in public transportation infrastructure (particularly those that result in high-capacity, reliable, and frequent public transportation services) are expected to have a multiplier effect of incentivizing development and redevelopment."	37	Investing in public transportation infrastructure that would suppress transit-oriented development, such as an OMF in a high capacity transit station area, would be counter to this policy. Site 1 should be removed from further consideration to ensure investments such as FWLE are able to catalyze TOD as called for here.
"Regional transit access and parking strategy... Maximize non-SOV access to transit. Consider the following access modes: Land use and transit-oriented development. Successful transit-oriented development means more people close to transit, which results in good access for residents and employees."	41	Particularly important for non-metropolitan cities such as Kent, non-SOV access to transit must be facilitated by the development of TOD in the station area. With a historically automobile-oriented land use pattern in the general area, KDM station risks becoming overly reliant on riders bringing SOVs to park at the station garage; for ridership to grow beyond the 500 spaces planned for that garage, TOD simply must be allowed to develop in the station area. Site 1 should be removed from further consideration to prevent an OMF from displacing this needed TOD.

Sound Transit 3: The Regional Transit System Plan

Adopted Policy/Goal	Page	Analysis
“Programs and Policies – In addition to the projects described above, Sound Transit 3 also includes a series of programs and policies that will work together to provide a high-capacity transit system that:... supports transit-oriented development.”	8	For the OMFS scoping process to be consistent with ST3, it must only include sites that meet the goals of ST’s programs, including supporting TOD. Displacing TOD, as the OMFS would if located within the KDM station area, would be noncompliant with ST3’s adopted programs and policies.
“Sound Transit will implement a regional equitable TOD strategy for diverse, vibrant, mixed-use and mixed-income communities adjacent to Sound Transit stations that is consistent with transit-oriented development plans developed with the Puget Sound Regional Council... Sound Transit will use such plans as the 2013 Growing Transit Communities Strategy to inform the content and implementation of its TOD strategy... Sound Transit will pursue and implement... development strategies that reduce the cost of affordable housing development, increase transit ridership and otherwise work to leverage and increase the impact of other state, federal, and local affordable housing funders...”	10	For the OMFS scoping process to be consistent with ST3, it must only include sites that are consistent with ST’s TOD strategy, Vision 2040 and Transportation 2040. Displacing TOD, as the OMFS would if located on Site 1, would not be compliant with the ST3 Plan, Vision 2040 or Transportation 2040.
“Using TOD objectives adopted by the Sound Transit Board, including consideration of local government TOD supportive land use policy and regulation, to analyze and inform... location decisions in order to support development of mixed-income, mixed-use communities around transit stations.”	11	Neither TOD objectives adopted by the ST Board nor City of Kent’s TOD supportive land use regulations nor the Midway Subarea Plan were included as criteria in the scoping for an OMFS location. Continuing to analyze a site that precludes the development of a mixed-income, mixed use community around a transit station would be counter to this commitment.
“Developing station design policies that appropriately facilitate and accommodate TOD on and adjacent to agency-owned properties. This includes planning for station areas designed to evolve over time as the communities Sound Transit serves mature and transition from auto-dependent to multimodal station access.”	11	Planning for station areas that evolve over time requires that the long-term impacts of locating an OMF in a station area—such as the lost investment from TOD that would be displaced by the OMF—be considered and taken seriously before a site moves into environmental scoping. Locating an OMF in a station area such as Site 1 runs counter to this intent by obviating the station planning work done to facilitate and accommodate TOD in the KDM station area.

Sound Transit 3 - The Regional Transit System Plan for Central Puget Sound

Adopted by Sound Transit Board June 23, 2016

<https://www.soundtransit.org/get-to-know-us/documents-reports/sound-transit-3>

Sound Transit 3: The Regional Transit System Plan

Adopted Policy/Goal	Page	Analysis
"Sound Transit is committed to making long-term investments that improve the region's economy, communities and environment."	12	Locating an OMF on productive, prime TOD land when other options are available would be counter to this goal to improve the region's economy. The region is depending on transit station areas to grow and thrive with TOD and compact, mixed use development—investing in an OMF that displaces that potential would do a disservice to the region's economy and is inconsistent with the ST3 Plan.

Midway Subarea Plan - City of Kent		
Adopted Policy/Goal	Page	Analysis
"Policy MLU-1.4: Disallow outdoor storage of trucks, heavy equipment, contractor storage yards, and mini-storage as an accessory or primary use [in areas designated Transit Oriented Community]."	30	An OMF is equivalent to the uses described in this policy, which are explicitly at odds with the goals of the Transit Oriented Community area near KDM station.
"Goal MLU-3: Establish a multimodal circulation network within areas designated Transit Oriented Community that is safe, interesting, and encourages walking, bicycling and transit use, and connects to surrounding neighborhoods."	31	Placing an OMF within the KDM station area would prevent the establishment of a safe and welcoming multimodal circulation network, and would disconnect the station from surrounding areas.
"Policy MLU-3.1: Create a network of attractive and identifiable pedestrian and bicycle linkages within commercial and residential uses to nearby public amenities, transit facilities, and streets."	31	Placing an OMF within the KDM station area would prevent the establishment of attractive and identifiable multimodal linkages, and would disconnect the station from nearby amenities (existing and future).
"Policy MLU-3.2: Ensure multimodal public or semi-public thoroughways at a minimum of every 400 feet to connect commercial and residential uses with public parks, trails, streets or other public amenities."	31	Placing an OMF within the KDM station area would prevent the establishment of the compact grid described here, since the large footprint would be impenetrable for 800-1,000 feet on each side, according to conceptual designs. These dimensions would preclude the level of connectivity called for in this policy.
"Goal MUD-1: Create a place that is distinctive, aesthetically beautiful, evokes permanence of the built environment, and supports social interaction in the dynamic urban center of the areas designated Transit Oriented Community."	32	An impenetrable maintenance yard the size of over 23 football fields that has no interest or attraction for pedestrians does not help create a distinctive, aesthetically beautiful built environment. It would severely decrease the dynamic, social nature of what should be an urban center around the KDM station.
"To support a pedestrian-friendly Transit Oriented Community, a new street grid system consisting of small walkable blocks needs to be created."	36	Placing an OMF within the KDM station area would prevent the establishment of the small walkable blocks described here.
"Policy MT-4.1: "Develop a new street grid system of local public streets consisting of small pedestrian friendly sized blocks no larger than 400 feet within the designated Transit Oriented Community located near S 240 th Street."	40	Placing an OMF within the KDM station area would prevent the establishment of the small walkable blocks envisioned for the TOD area.

Growing Transit Communities		
Adopted Policy/Goal	Page	Analysis
The Federal Partnership for Sustainable Communities Livability Principles include principles related to promoting housing to lower the combined cost of housing and transportation, enhancing economic competitiveness, valuing communities and neighborhoods, coordinating policies and leveraging investments, and supporting existing communities, specifically by "Target[ing] federal funding toward existing communities—through such strategies as transit-oriented, mixed use development and land recycling – to increase community revitalization, improve the efficiency of public works investments..."	5	Leveraging light rail investment necessitates prioritizing TOD in the station area. Coordinating policies, valuing communities, promoting housing and providing more transportation choices are principles that would not be met by continuing to study placing an OMF on Site 1.
"PSRC also is responsible, as required by state law, to assess regional high-capacity transit investments for conformity to adopted regional plans. The Growing Transit Communities Strategy is intended to implement VISION 2040 and support local plans through recommended strategies that promote shared goals for urban and economic development, mobility, housing, and community development and quality of life."	9	Supporting local plans and implementing VISION 2040 by utilizing strategies that promote shared goals, as stated in the GTC Strategy, is only possible if the Site 1 is removed from further consideration. Continuing to study this site would violate not only local plans, but also regional plans including GTC. An OMF on Site 3 would be consistent with these plans.
Regional Goals for Transit Communities "1. Attract more of the region's residential and employment growth to high capacity transit communities." The Growing Transit Communities work program has demonstrated that the region's light rail corridors alone have the potential to support this vision by attracting at least 25% of the housing growth and 35% of the employment growth expected in the region through the year 2040... the signatories to this Compact will strive to use a full range of tools, investments, and economic development strategies, to attract the potential demand for residential and commercial transit oriented development within transit communities consistent with and in furtherance of regional policies and plans, and plan for and promote residential and employment densities within transit communities that support ridership potential and contribute to accommodating growth needs within each high capacity transit corridor." (continued below)	10	As a signatory to this Compact, Sound Transit has a responsibility to uphold the commitment made in these goals. Growth envisioned in both local and regional plans would be significantly hindered in a high capacity transit station area if an OMF is constructed there. This regional goal is straightforward. Site 1 would consume TOD-designated property. Site 1 is not consistent with this policy and should be removed from consideration.

Growing Transit Communities		
Adopted Policy/Goal	Page	Analysis
"2. Provide housing choices affordable to a full range of incomes near high-capacity transit." (continued below)	10	The ability to provide housing choices near the KDM station will be severely impacted by the removal of a quarter to half of the TOD land available for redevelopment by the placement of an OMF on Site 1.
"3. Increase access to opportunity for existing and future residents of transit communities. Adopted regional policy recognizes the need to address the diverse housing, transportation and economic needs of current and future residents so that all people may prosper as the region grows."	11	Meeting the intent of this adopted regional policy by addressing the needs of current and future residents necessitates leveraging the high capacity transit system investment to induce the compact urban growth envisioned. TOD is the best use for land around a high capacity transit station for the purpose of increasing access to opportunity, and is consistent with multiple regional plans. The removal of prime TOD land from the KDM station area is therefore in violation of regional policy.
Strategy 6: Conduct Station Area Planning – "Each high capacity transit station area should have a dedicated plan, or policies within an existing plan, addressing a comprehensive range of topic areas, including many of the recommendations in the GTC Strategy..." This section calls on PSRC to "establish transit communities as a key element of the regional growth strategy to concentrate new population and employment within urban areas in centers linked by high capacity transit network;" transit agencies are called on to "participate in local station area planning as an active partner with local jurisdictions and other public agencies and in conjunction with ongoing transit service planning;" local governments are called to "review existing plans and policies... for consistency with regional guidance on station area planning and recommendations contained in the GTC Strategy, adopt station area plans and/or policies for all high capacity transit communities which are expected to attract significant new population or employment growth, [and] use the plan development and update process to identify and address potential regulatory barriers to equitable transit community development."	25	The City of Kent, with the participation of the City of Des Moines, Highline College, Sound Transit, local business owners, state agencies, King County Metro, community members, utility districts, developers, and PSRC, adopted the Midway Subarea Plan in 2011. This plan follows regional, state and national guidance on TOD, taking local context and communities into account. This plan takes seriously the role of high capacity transit in accommodating new growth to the region, and embraced the density the region needed the KDM station to embrace. For Sound Transit's role in station area planning to be fulfilled according to the intent of this strategy, to which Sound Transit is a signatory, and to the Midway Subarea Plan in which Sound Transit participated, Site 1 must be removed from further consideration for an OMF.

Growing Transit Communities		
Adopted Policy/Goal	Page	Analysis
<p>Strategy 7: Use Land Efficiently in Transit Communities – this sections calls on PSRC to “Collaborate with transit agencies and local governments to develop guidance for transit supportive densities;” transit agencies are called upon to “collaborate with regional and local governments to develop guidance for transit supportive densities. Continue efforts to align transit service and local land use decisions;” and local governments are called upon to “collaborate with regional governments and transit agencies to develop guidance for transit supportive densities. Adopt land use plans and zoning regulations that accommodate and promote transit supportive land uses and densities that are consistent with regional guidance.”</p>	26	<p>Again, the City of Kent followed this strategy by collaborating to develop the guidance for transit supportive densities as codified in the Midway Subarea Plan. For Sound Transit to participate in aligning its decisions and service with these principles in general and the local land use decisions codified in the Midway Subarea Plan specifically, Site 1 must be removed from further consideration for an OMF. It is simply and inarguably an inefficient use of land in a transit community.</p>
<p>Strategy 8: Locate, Design and Provide Access to Transit Stations to Support TOD – “Current and future community members are best served and ridership potential is best supported where transit systems are designed to foster long-term TOD potential and connectivity to surrounding neighborhoods and communities.” This strategy calls for transit agencies to “coordinate planning and capital investment activities with those of other public agencies, including other transit agencies, local governments, and state agencies...” The strategy calls for local governments to “collaborate with transit agencies on alignment of new transit facilities, station siting and design, and system access planning; adopt land use regulations and capital improvement plans that are consistent with and support transit corridor access strategies, to include zoning for transit supportive densities and funding for bicycle and pedestrian improvements, [and] coordinate land use planning and capital investment activities with transit agencies, including items such as... zoning for transit-supportive densities...”</p>	27	<p>The City of Kent has taken many actions in alignment with this strategy including in our FWLE DEIS comment letter to Sound Transit dated May 5, 2015, wherein the City named promoting TOD as one of three key principles that would help promote the vision established in the Midway Subarea Plan. The City collaborated with Sound Transit through this letter and many staff-level discussions over a period of years, as well as in the Development Agreement, to ensure the alignment, station siting and design decisions maximized TOD potential in the Midway area; the City also adopted land use regulations that support transit corridor access such as pedestrian-oriented design guidelines and compact zoning. For Sound Transit to align with this strategy, the coordination and collaboration must be on both sides, and Sound Transit’s decision making on all system planning, including the siting of an OMF, must similarly make TOD a priority.</p>

Growing Transit Communities		
Adopted Policy/Goal	Page	Analysis
Strategies to Provide Affordable Housing Choices – “Goal: Provide housing choices affordable to a full range of incomes near high capacity transit.” This section includes Strategy 11: “Assess Current and Future Housing Needs in Transit Communities.”	30-32	Housing choice near high capacity transit can only be maximized if TOD land remains available for residential or mixed use development.
People + Place Implementation Typology - The GTC Strategy’s Implementation Typology evaluated transit communities to assess their access to opportunity, displacement risk, market strength, and transit-supportive physical form. The KDM Station is categorized under “Enhance Community,” which are described as communities with medium- to long-term growth potential based on current market demand. Priority strategies for this group include focusing on market catalysts, long-range planning, and economic and community development. Specifically, “Key Strategies” include “Station area planning, focus on long-range vision” – the description for this typology includes “Recent and anticipated transit investments have the potential to catalyze considerable community development.”	49-59	This analysis shows the crucial role that long-range planning and catalytic transit investment play in the successful development of a transit oriented community with KDM’s characteristics. The weaker market strength and lower physical form scores point to the need to maximize every square inch of TOD land available, to be able to meet the goals and expectations of regional growth plans. Continuing to study a site for an OMF that would remove 30-50 acres of prime TOD land from a station area categorized this way would show a blatant disregard for the research and analysis done as part of the GTC Strategy. It is clear from this work, which Sound Transit signed on to, that the KDM station area requires significant investment and catalyzing TOD projects that align with the crucial long-range planning exercise for this transit community to thrive—not a large footprint operations and maintenance facility.
“There are ten Enhance Community transit communities stretching through .. the South Corridor... their increasing demographic diversity and the prospect of future transit investments present longer-term potential to become denser activity nodes... the South Corridor Task Force identified several specific priorities for implementation in the corridor to include the following: ... Capitalize on the potential for TOD along SR-99, particularly key transit nodes...”	64-65	TOD in the KDM station area is of the utmost importance to implementing the Growing Transit Communities vision for the region. Removing TOD land for an OMF would be exactly counter to this priority, and would render moot the work done by the South Corridor Task Force. Eliminating the Site 1 from consideration of an OMF is the only way to ensure Sound Transit is acting in alignment with the agency’s commitment to the Growing Transit Communities Compact.

Sound Transit TOD Strategic Plan		
Adopted Policy/Goal	Page	Analysis
"Sound Transit's TOD policy is, first and foremost, intended to increase the value and effectiveness of transit by increasing ridership... TOD policy goals support the region's vision of compact, walkable urban centers connected by high capacity transit. "	4	Transit ridership will be severely decreased if over a quarter of the walkshed around the KDM station is unable to develop as TOD as planned, and instead becomes an operations and maintenance facility. Placing an OMF within the KDM station area would prevent the establishment of the compact, walkable urban center due to the large size of its footprint.
"Corridor Alignment and Transit System Planning Implementation Activities – High Level Planning – Consistency: Confirm consistency with state, regional and local urban growth strategies."	8	For Sound Transit to be consistent with this Strategic Plan, which calls for consistency with regional and local plans and policies, Site 1 should be removed from further consideration. Continuing to consider this site, in prime TOD land around a station area, is inconsistent with the ST TOD Strategic Plan.
"Evaluating Corridor Alignments and HCT Plans... TOD potential: Identify TOD potential based on information available at the time of study and input from local jurisdictions."	9	TOD potential was a criteria in the siting process for the OMFS thus far; given this policy, Kent's input to Sound Transit suggests removing Site 1 from further consideration given its TOD potential and to be consistent with local and regional plans, and moving Site 3 forward in the environmental process.
Strategic Priority 2: TOD Planning for Stations and Station Areas – "Assessing TOD in project level work and system planning is led by Sound Transit; partners are encouraged to participate in the process and align their station area planning accordingly." Section includes Sound Transit's interest to increase ridership through Community TOD, which is defined as "the types of development that will be allowed in the quarter- to half-mile area around the Sound Transit facility or land not owned or elased by Sound transit that will influence the extent to which significant transit-oriented projects will happen."	10	TOD does not appear to have been assessed as part of the scoping for the OMFS; had it been, Site 1 would not have advanced in the process. The TOD potential in the KDM station area ("community TOD") necessitates the removal of Site 1 from further consideration.

Sound Transit TOD Strategic Plan		
Adopted Policy/Goal	Page	Analysis
Under "Station Design Support" – "Assess TOD potential within proposed station areas;" this section commits ST to considering "Potential development opportunities: projected residential and employment densities, improvement-to-total assessed value ratios, existing-transit supportive uses, availability of larger development parcels, demand for market segments based on preliminary market assessment..."	11	TOD was not assessed as a part of the scoping for the OMFS; had it been, Site 1 would not have advanced in the process. The TOD potential in the KDM station area necessitates the removal Site 1 from further consideration.
TOD Regulatory Framework - Local Jurisdictions. "The GMA requires local governments to develop and adopt growth management policies, plans and regulations. Comprehensive plans must address land use, housing, capital facilities... and transportation... As a special purpose government agency Sound Transit does not have land use authority. Sound Transit relies on local jurisdictions to prepare designated station areas for development of transit supportive land uses by setting land use regulations that are responsive to market conditions and favor uses that add jobs and/or housing to station areas.	21	With the adoption of the Midway Subarea plan, and updates to the zoning code, the City of Kent prepared the station area to be redeveloped consistent with TOD policies. An OMF on Site 1 would be inconsistent with that plan, Sound Transit's TOD policies and regional landuse plans.

Sound Transit TOD Policy Update - Staff Report to Resolution R2018-10

Adopted Policy/Goal	Page	Analysis
"The Policy emphasizes partnerships and collaboration with local jurisdictions and regional stakeholders."	1	Kent and Sound Transit partnered with Des Moines, Highline Community College, King County METRO and others on the siting of the FWLE station. This process includes considerable thought processes around TOD. Placing an OMF on Site 1 is not consistent with this policy and minimizes the significant planning effort that went into developing policy and regulation to encourage and support TOD around high capacity transit stations consistent with the regional plans.
"...Guiding principles were identified through the [Board] workshop:... facilitate early and ongoing dialogue with local jurisdictions, stakeholders and partners so that TOD complements planning efforts."	3	ST's TOD efforts can only complement planning efforts if local planning efforts such as adopted subarea plans are taken as guiding documents in decision-making, particularly as it affects TOD. The Midway Subarea Plan is just such a document, and the only way to complement that effort is to remove Site 1 from further consideration.
"The policy acknowledges the importance of working with local jurisdictions on equitable TOD outcomes and how they support the overall vision and comp plans of the local community."	4	Supporting the overall vision and comp plan for the City of Kent, and respecting the importance of working with the City of Kent on equitable TOD outcomes can only happen if the Site 1 is removed from further consideration.
"The goals identified in the policy include the following: Increase the value and effectiveness of transit by increasing transit ridership." (list continued below)	4	Transit ridership will be severely decreased if over a quarter of the walkshed around the KDM station is unable to develop as TOD as planned, and instead becomes an operations and maintenance facility.
"Support implementation of state, regional and local growth plans, policies and strategies." (list continued below)	4	Supporting the implementation of plans necessitates removing Site 1 from further consideration, as locating an OMF within a station area would prevent implementation of state, regional, and local growth plans, policies and strategies, as outlined in other comments here.

Sound Transit TOD Policy Update - Staff Report to Resolution R2018-10

Adopted Policy/Goal	Page	Analysis
"Make equitable TOD an integral component of and supportive of transit project planning and delivery." (list continued below)	4	Project planning for TOMF must make TOD in the FWLE project area an integral component of decision-making. An OMF is not exempt from transit project planning of this type—removing Site 1 is the obvious choice when TOD is truly an integral and valued component of the entire ST system project planning and delivery.
"Encourage creation of housing options near transit with priority given to affordability." (list continued below)	4	Housing options will not be encouraged to be created near KDM station if over a quarter of the prime TOD land in the station area is taken up by a maintenance facility.
"Encourage convenient, safe multi-modal access to the transit system, with an emphasis on non-motorized access."	4	A large footprint, single-use, impenetrable site such as a 30-50 acre maintenance facility would preclude convenient and safe non-motorized access which thrives in compact, dense, mixed use built environments.

Sound Transit Equitable TOD Policy Resolution R2018-10		
Adopted Policy/Goal	Page	Analysis
"The agency is committed to TOD that is equitable by ensuring that: The processes to plan, develop, and implement TOD are inclusive and reflective of the local community, with the goal of a shared station area vision between the agency, community and local jurisdiction."	3	The City of Kent and the community that participated in the Midway Subarea Plan have a shared vision for the KDM station area, and Sound Transit's commitment to implementing TOD that is inclusive and reflective of that vision necessitates the removal of Site 1 from further consideration given its incompatibility as a site for an OMF with the adopted vision.
Policy Goals: "Increase the value and effectiveness of transit by increasing transit ridership." (list continued below)	3	Locating an OMF within a station area would decrease ridership; Site 1 should therefore be taken off the list for further consideration, as considering it for an OMF conflicts with this goal.
"Support implementation of state, regional, and local growth plans, policies and strategies." (list continued below)	3	Locating an OMF within a station area would preclude implementation of several regional and local growth plans, policies and strategies as outlined in other comments herein; Site 1 should therefore be taken off the list for further consideration, as considering it for an OMF conflicts with this goal.
"Make equitable TOD an integral component of and supportive of transit project planning and delivery." (list continued below)	3	Considering a site with TOD potential for an OMF conflicts with this goal; Site 1 should therefore be removed from further consideration.
"Encourage the creation of diverse housing options near transit with priority to affordability." (list continued below)	3	Locating an OMF within a station area would decrease potential future housing options near transit; Site 1 should therefore be taken off the list for further consideration, as considering it for an OMF conflicts with this goal.
"Encourage convenient, safe multi-modal access to the transit system, with an emphasis on non-motorized access."	3	Locating an OMF within a station area would prevent the kind of pedestrian-oriented, safe multimodal environment called for in this goal; Site 1 should therefore be taken off the list for further consideration.

Sound Transit Equitable TOD Policy Resolution R2018-10

Adopted Policy/Goal	Page	Analysis
"2.3.3 [ST] Engages jurisdictions having local land use authority early in project planning to leverage Sound Transit investments to implement agency and community TOD, consistent with local plans."	5	Engaging the City of Kent earlier in project planning and a commitment to consistency with the Midway Subarea Plan require removing Site 1 from further consideration, as locating an OMF there would be contrary to leveraging the FWLE investment to implement community TOD.
"2.3.4 [ST] Works with local and regional stakeholders to shape local plans that support Sound Transit's investments, encourage TOD-supportive public policy and promote TOD best practices."	5	Sound Transit participated in the City of Kent's Midway Subarea Plan process, which embraced TOD best practices. Continuing to consider Site 1 for an OMF, within the KDM station area and designated TOD by adopted plans, would be contrary to ST's previous participation as well as to this strategy.
"2.4.1.b [ST] Considers how the siting, configuration, design and use of a transit facility connects to adjacent land uses and results in high-quality public spaces and a sense of place."	6	Continuing to evaluate a site for an OMF that would so clearly disconnect from adjacent land uses, would detract from high-quality public spaces, and would eradicate any sense of place that exists or could develop in the future. Site 1 must be removed from further consideration for ST to be in compliance with this adopted ST policy.
"Sound Transit considers how the siting, configuration or design of a transit facility may affect or facilitate... opportunities for community TOD."	6	No consideration for how the siting of the OMF would affect community TOD was shown in the scoping process thus far. Consideration of the effect on community TOD yields the only possible path forward to meet ST's own TOD policies: Site 1 must be removed from further consideration.

Sound Transit Federal Way Link Extension Transit Oriented Development Study Addendum

Adopted Policy/Goal	Page	Analysis
"Potential improvements... include... optimize the location of the Preferred KDM Station to facilitate access to Highline College and enhance future TOD potential in the Midway area. Identify ways to improve the potential for TOD all along the corridor."	5	The partnership between Kent, Sound Transit and other stakeholders through work completed for FWLE showed the importance of TOD to the community; removing Site from further consideration for an OMF, which would displace TOD, is the only way for Sound Transit to observe and respect that previous effort.

Term Sheet between City of Kent and Sound Transit Regarding FWLE KDM and S 272nd Star Lake Stations

Adopted Policy/Goal	Page	Analysis
"The City and Sound Transit commit to continue working cooperatively with each other and with Project stakeholders in support of TOD and place-making strategies in the Kent Des Moines area, including but not necessarily limited to future surplus property owned by Sound Transit."	4	This commitment to work together in support of TOD is not limited to FWLE project decisions but applies to the agencies on all projects. Upholding this commitment, signed in January 2017, necessitates the removal of the Site 1 from further consideration due to TOD and place-making being severely curtailed and diminished by the intrusion of an OMF into a station area.

FWLE DEIS Comment Letter from City of Kent to ST

Adopted Policy/Goal	Analysis
<p>"The City of Kent is excited that light rail will be extending to Kent by 2023. In addition to adding a significant benefit to our region, this project will promote the vision established by the Kent Midway Subarea Plan, adopted in 2011 in preparation for light rail extending to the Kent/Des Moines area... It is the City's goal to create the place envisioned in the Midway Subarea Plan. This includes... safety and good design and promoting a flourishing economy through transit oriented development... Key principles for supporting a station on the west side of 30th Avenue South include that the station would be within walking distance of Highline College and that preserving visibility and access along SR-99 will attract developers and promote the area as an attractive and convenient place for redevelopment. If the station were to be located adjacent to SR-99, the Guideway would physically and visually isolate the area and consume some of the most desirable RTOD properties identified by both Sound Transit's TOD consultant team and the Urban Land Institute Technical Advisory Panel. The City's goal in supporting our preference was to maximize TOD development opportunities outlined in Envision Midway and by the TOD consultants."</p>	<p>The City of Kent has demonstrated its commitment to TOD and redevelopment of the Midway area according to the Midway Subarea Plan and Envision Midway consistently and unwaveringly over the years of working with Sound Transit. The City has made clear at every step in the process, as evidenced by this letter from four years ago, and all the work thus far on the FWLE, that we are willing to meet the region's challenge to accommodate growth in our station area, and have advocated for TOD-supportive decision-making at every decision point. Sound Transit has been responsive to this orientation, and made decisions during the KDM station area design and planning process that aligned with the City's preferences and Sound Transit's own TOD policies. For Sound Transit to now continue to contemplate a site for an OMF that would render moot so many of those decisions and so much work, effort and collaboration, is a debasement of the partnership we have enjoyed thus far between our agencies. The only choice that meets the expectations of all who have been participating in TOD planning in the region, and that upholds Sound Transit's own commitments to the city, community, and region – is to remove the Site. 1 from further consideration.</p>

Recommendation

The City of Kent understands the significance of the decision before the Sound Transit Board on the OMFS site selection. It is imperative this decision consider not only immediate impacts of site selection, but also the ability of local jurisdictions to implement local lands use plans based on regional growth strategies including transit oriented development around high capacity transit stations. Economic impacts to host jurisdictions should also be considered, thus preservation of businesses and limiting the loss of tax revenue for host cities is important. This decision must consider our citizens today as well as future generations. Preserving the ability to implement smart, transit oriented development around high capacity transit stations is imperative.

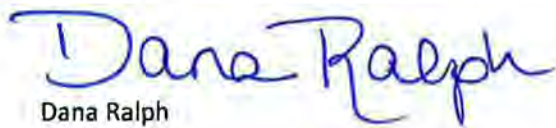
Based on the extensive policy analysis and changes to the criteria suggested above, it is clear that Site 1 is not consistent with Vision 2040 or Transportation 2040, and since the ST3 plans states it is consistent with these adopted regional plans, Site 1 is simply inconsistent with Sound Transit's ST3 plan and TOD policies. Therefore the City of Kent recommends removal of Site 1 (South 240th Street and SR 99) from consideration for the OMFS.

Furthermore, after reviewing the analysis of Site 3 (Midway Landfill adjacent to I-5) in the OMF South Alternatives Evaluation Technical Memorandum, Table B-1 suggests Site 3 has the most favorable criteria of all the sites analyzed and should continue to move forward in Sound Transit's environmental process for the OMFS. Nothing has been identified that would prohibit the continued evaluation of the site including the Landfill Study Report and Appendix.

As previously stated, Kent is not opposed to the OMFS being located in Kent; in fact we welcome the OMF provided it is located on the Midway Landfill next to I-5. Kent is opposed however to any proposal that will impact TOD near the future light rail station.

Please feel free to contact me or my staff if there is any additional information the City of Kent might be able to provide.

Sincerely,



Dana Ralph
Mayor

April 1, 2019

Hussein Rehmat,
Sound Transit, Environmental Planner
401 S. Jackson Street, Seattle, WA 98104

Dear Mr. Hussein Rehmat,

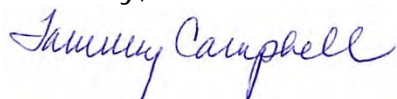
Federal Way Public Schools is closely woven into the surrounding community, and we continually take steps to strengthen these ties. As a result, we have developed long lasting relationships which extend beyond the city of Federal Way and throughout the 35 square miles we serve.

As we looked over all the optional locations for the Sound Transit Operations Maintenance Facility (OMF), we can't help but see the number of residents, businesses, and faith-based organizations that these options will negatively impact. However, there are two options, both of which use the Midway Landfill site, that we feel would have the least impact to our community and surrounding neighbors.

We understand the challenges Sound Transit is facing to complete the project, however, we cannot support a decision that displaces members of our community. Federal Way Public Schools serves student-scholars who come from a variety of backgrounds, including 60 percent who qualify for Free and Reduced Lunch and 20 percent who are currently learning the English language. Our families and scholars do not need the additional challenges a relocation would create.

In summary, Federal Way Public Schools would like to recommend Sound Transit focus on two possible locations for the future OMF. Those locations are represented as Midway Landfill and I-5 and Midway Landfill and SR99. We see these two locations as having the least potential for impact compared to the other site options presented.

Sincerely,



Dr. Tammy Campbell, Superintendent

From: Greene, John <jgreene@kingcounty.gov>
Sent: Friday, March 29, 2019 2:32 PM
To: OMF South Scoping
Cc: Burchett, Lori; Zacharias, Gillian; Turner, Sally
Subject: Sound Transit Operations and Maintenance Facility South Project EIS Scoping

Thank you for the opportunity to participate in the EIS scoping process for the Sound Transit Operations and Maintenance Facility South (OMFS) Project. The King County Metro Transit team has the following comments.

1. The EIS should discuss coordination between the OMFS and Federal Way Link Extension (FWLE) projects since both projects are on the same timeline for construction and opening.
2. The EIS should evaluate the impacts of both the OMFS and FWLE, as well as other, concurrent projects on the affected jurisdictions' ability to review, permit, and conduct construction inspections.
3. The EIS should evaluate the cumulative impacts of the OMFS and FWLE on the impacted communities and built environment during and following construction.

Metro Staff Responsibilities

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 during the SEPA environmental review process. Their contact information is as follows:

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Thank you for this opportunity to comment on the alternatives and scope of the EIS.

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March 29, 2019

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

Dear Mr. Rehmat,

Thank you for the opportunity to provide scoping comments for the Draft Environmental Impact Statement for the Operations Maintenance Facility, OMF South Project. I am encouraged you are seriously considering the Midway Landfill as a candidate for siting the OMF. Redevelopment of Brownfield sites is important and, if done properly, puts cleanup sites back into productive use without compromising remediation.

Seattle Public Utilities has reviewed your draft OMFS Landfill Evaluation Report and would like to offer a few considerations related to the cost, feasibility and safety of using this location:

- Locating the maintenance structure on the west side of the landfill may reduce foundation costs since that is the area of shallow waste with some native soil less prone to settlement. Landfill infrastructure could be relocated to make more space available for your project on the west side of the landfill, as needed. This is described in the 2007 Landfill Reuse Report by the Environmental Protection Agency (EPA) under the Landfill Framework discussion and figure in pages 16 and 17 (enclosed).
- SPU has begun discussions with the Environmental Protection Agency (EPA) and the Washington Department of Ecology (Ecology) on waste removal to support the Washington State Department of Transportation's (WSDOT) expansion of the lanes of Interstate 5 into the right-of-way shoulder next to Midway Landfill. The project requires removal of refuse under the shoulder. Sound Transit is also considering locating rail tracks alongside the expanded lanes. We would recommend Sound Transit, WSDOT and Seattle work together on these efforts to achieve project efficiencies.
- We have evaluated the new WAC 173-350 Solid Waste Handling Standards and consulted with Ecology's Solid Waste Program. We are confident that Municipal Solid Waste, (MSW) removed from Midway can be disposed of as MSW, pending formal approval from Ecology. Our existing long-haul contract allows SPU a contractual option for the disposal of the waste.
- Placing all tracks on a concrete slab supported by deep piles may be avoided if potential settlement could be mitigated in other ways. Critical switching areas could be constructed on slabs with some leveling possibility.

- The landfill was closed in 1983, and gas production and settlement have since slowed. SPU provided to Sound Transit aerial survey data on settlement rates from 1995-2015 and is willing to resurvey to help with your analysis. It may be worth studying settlement rates at the site with direct load testing. Overall the site is becoming more stable as it ages.
- SPU recently completed a settlement evaluation elsewhere, on the South Park landfill, to inform foundation design for new facilities there. We can share that report if it would help inform your evaluation.
- If you have any concerns for worker safety, we can provide examples of operating facilities on top of landfills and typical safeguards. We are at 60% design for new facilities at the South Park Landfill and those details are readily available.
- The landfill cap placed at Midway provides between four and 20 feet of separation from the MSW, includes two impermeable barrier layers and is described in the Midway EPA Record of Decision in Section 2.2 (attached). The ongoing effectiveness of this system is confirmed in the 2015 EPA 5-Year Review of the site (see page 13 of the attached).

While I understand there are regulatory requirements for re-development, I am confident that together we can develop strategies to mitigate these issues. We would also like to work with your agency to overcome technical challenges with the site. Towards that end, we suggest that you consider a Facilitated Technical Design Charette that includes Sound Transit, Ecology, EPA, City of Kent and Seattle Public Utilities to develop technical solutions for the challenges at the site. We understand that you are working with a Value Engineering team to consider various sites and it may be beneficial to include that group as well.

Please let me know how we can help you evaluate the Midway Landfill for the South OMFS location. My staff and I would appreciate the opportunity to discuss this matter with you directly. In the meantime, if you have questions, please feel free to contact me or Jeff Neuner, our landfill technical expert, at (206) 684-7693.

Sincerely,



Mami Hara, General Manager/CEO
Seattle Public Utilities

Attachments





King County

Dave Upthegrove

Councilmember, District 5

Metropolitan King County Council

Monday, March 18, 2019

Peter Rogoff
CEO, Sound Transit
401 S. Jackson Street
Seattle, WA 98104

Dear Mr. Rogoff,

I am writing to convey my concerns regarding the S 240th St. and SR 99 site on the list of alternatives for the Operating and Maintenance Facility (OMF) South. After meeting with Sound Transit staff on several occasions to better understand the capital and operational needs, as well as hearing from elected leaders and constituents in my district who have valid concerns about the viability of the S 240th St. and SR 99 site, I share their concerns. Based on the information I have at this point, I don't believe this alternative merits further consideration as an OMF site.

I understand this has been a multi-year effort by Sound Transit to identify potential sites for an OMF in the southern corridor as a necessary component of delivering the light rail service promised in ST3. Understanding that there are no ideal sites in this largely built-out corridor, there is one site on the list of proposed areas where an OMF is simply not appropriate. Specifically, siting such a facility on the S 240th St. and SR 99 site could harm a rare opportunity for transit-oriented development (TOD) adjacent to a light rail station. Blocking the opportunity to improve the economy and quality of life in this diverse low-income area fails to realize our own Board-adopted equitable transit oriented development vision, which reads "equitable transit communities are mixed-use transit served neighborhoods that provide...greater social and economic opportunity for current and future residents."

The construction of a light rail station in the Kent/Des Moines Corridor has long held the promise of revitalizing the local neighborhood in a way that supports an exciting community vision. The Kent/Des Moines Station area has been a multi-jurisdictional priority for transit oriented development and can provide much needed housing, employment and services for this area. The City of Kent has been a supportive partner in Federal Way Link Extension and has taken all of the needed steps to plan for future redevelopment of the station area to maximize ridership potential and livability along the corridor. In 2011, the City of Kent completed its Midway Subarea Plan which included the prioritization of high-density development to compliment the anticipated future transit in the area. Taking thirty to fifty acres of this station area for an OMF site would hinder such potential development.

Not only would locating this facility at the S 240th St. and SR 99 site reduce the capacity for affordable housing near the Kent/Des Moines Station, it would also displace thirty families currently living in a mobile home park within the site footprint. As we see the demand for affordable housing continue to rise – especially in South King County – I find it unacceptable to eliminate thirty affordable housing units.



King County

Dave Upthegrove

Councilmember, District 5

Metropolitan King County Council

Even if this site were not to be selected eventually by the Board as the Preferred Alternative, simply remaining on the list of alternatives during the environmental review phase will significantly delay development opportunities. I appreciate the efforts the agency has taken to-date to ensure that transit-oriented development is not an after-thought at the Kent/Des Moines station area, but rather a concurrent planning opportunity.

The Federal Way Link Extension will open in 2024. I believe the universal desire of Sound Transit, the City of Kent, and King County is to be well into the redevelopment planning process of the Kent/Des Moines station area before that date. Should the S. 240th St. and SR 99 site be advanced by the Sound Transit Board in May to move forward into the multi-year Environmental Impact Statement (EIS) process, our shared goal to move the redevelopment planning process forward will be significantly delayed.

Finally, and very importantly, I do not believe my constituents in Kent and Des Moines want the facility built at this location. As a public agency, we have a responsibility to listen to the needs and desires of the citizens who have authorized and funded our regional transit system. As an elected official, it is my duty to speak on behalf of and act upon the interests of the people I represent.

In reviewing the Alternatives Evaluation Technical Memorandum, I believe there are other more promising sites for Sound Transit to take into the environmental review phase of the project. Based on the information presented so far, I will be asking my fellow board members to join me in support of a motion that the S. 240th St. and SR 99 site not be advanced into the EIS.

Thank you,

Dave

Dave Upthegrove
Sound Transit Board of Directors