



APPENDIX E

Public Scoping Comments (Continued)

COMMENT LETTERS

Scoping comment letters were received from several businesses, community groups, and members of the public. Letters are included in this appendix in alphabetical order:

- AAA Contractors
- Alan Holt
- Arnold and Sue DeWalt
- Cairncross & Hempelmann (representing Dick's, Gresham, Midway Mobile Homes)
- Garage Town
- Gresham Transfer
- James Hollatz
- Janet Vahala
- John and Adelaide Haferbecker
- Julie Beffa
- Kent Downtown Partnership
- Madison Hibbard
- Malcom and Mary Klug
- Mark Hentges
- Mark Howlett
- McCarthy & Causseaux (representing Ellenos)
- McCullough Hill Leary PS (representing Guardian, Lowe's)
- Michael Jugwilon
- Patricia Pugnetti
- Paul Griggs
- Rene Lambion
- Sound Services
- US Towing
- Washington Retail Association



(253) 839-8853, (253) 839-8936 FAX
24816 Pacific Hwy South
Kent, WA 98032

March 20, 2019

Sound Transit

Re: NEW Maintenance Facility of Pacific Hwy South

Tom Whom it May Concern:

7 and 24820

Our Company, AAA Contractors Inc., is located at 24816 Pacific Hwy South Kent, WA 98032

Our Company has been established at this location for over 20 years. We currently are running our business at this location and we also house three other businesses; US Towing and NW Auto Repair and Lady Bug Barrista. (Different owners)

Our Company, AAA Contractors Inc., is a Small Business, Minority Owned and this is our only location where we run our business and house our equipment and work vehicles. We are not in a position to sell and move our business elsewhere. The thought of selling our property here causes great hardship for myself and our tenants and all employees.

The Land Fill is a special plat of land right next door which is where your map shows to be one of your choices to build your new Maintenance Facility. This would create a problem for all of us here at 24816 Pacific Hwy South Kent, Wa.

The Land Fill property is land that needs to be tested on a regular, if not daily basis and the time and efforts to hide or get rid of the damage already done to this piece of property by the land fill might not be in your best interest. Usually damage to land is not an easy fix. Just to mention.

There are other locations shown on this map that do not have buildings that are running businesses out of and we would appreciate your consideration to find another location along Pacific Hwy to be better suited to build your NEW Maintenance Facility.

Thank You for your attention to this very important matter –

Pavitarpal Purewal, Owner and President

Alan Holt
2010 South 344th, Unit B-15
Federal Way, WA 98003
al_holt@me.com

Mr. Husssein Rehmat
Environmental Planner
Sound Transit Operations and Maintenance Facility (OMF) South
401 S. Jackson St.
Seattle, WA 98104
Hussein.rehmat@soiundtransit.org

Dear Mr. Rehmat,

1. As a short introduction, I am a retired Navy Submariner (25 years) and owner of GarageTown, Unit B-15, which falls within Site 10A (one of the 6) under consideration for the future location of the Sound Transit Operations and Maintenance Facility (OMF). I recently purchased this unit (Apr 2017) as an extension of my residence in Kitsap County making a significant capital expenditure to do so. As a retiree, I enjoy travelling with my wife Carol and store my Recreational Vehicle (RV) in GarageTown, a facility like no other in the area, one that took me in excess of 2 years to locate prior to purchase of my RV.

2. I have reviewed all 6 of the sites under consideration and strongly feel that the Midway Landfill Sites or the Christian Faith Center make the most sense for development. Some considerations I see most obvious:

- Developing a Landfill is a superb reuse of property with little/no impact on others (business/housing).
- Although landfill development costs are assessed to be the highest, additional monies will go back into the economy in the form of jobs and business profits.
- Christian Faith Center has the lowest assessed development cost(s).
- These sites have the most green Evaluated Factors in the OMF South Alternatives Evaluation Matrix.
- Night work can easily be conducted mitigating ST3 Ops Analysis schedule risk. Additionally, early start of the project in landfill areas is easiest to accomplish, further mitigating schedule risk.

3. Some additional factors that I feel were not fully considered when evaluating site 10A during initial assessments include:

- GarageTown is very difficult to relocate.
- GarageTown has 56 individual owners (residential parcels), vice that listed in Table A-1 of the OMF South Technical Data, all

with unique uses for their units including personal small businesses.

- A nearby business in Site 10A, Ellenos Yogurt, employs over 150 employees.

4. In summary, I strongly discourage use of Site 10A for the Sound Transit OMF. Doing so will significantly impact my livelihood as well as my 55 other GarageTown neighbors. At least 3 of the proposed 6 sites (Sites 3, 3A and 9 in priority order) have significant advantages over Site 10A as I have outlined above. Thankyou for listening to my input and I trust the Sound Transit Board will make the best decision taking into account all factors.

Sincerely yours,

A handwritten signature in dark ink, appearing to read 'Alan Holt', with a stylized flourish at the end.

Alan Holt
Concerned Property Owner/Citizen

26821 Carnaby Way
26 March 2019

Mr. Marchione and honorable Board Members,

I realize the need of Sound Transit to expand to serve the Puget Sound region. Currently the Sound Transit team is evaluating areas to acquire for a new Operations and Maintenance Facility.

One of those properties is Garage Town, GT, (South 344th and I-5), the Southernmost property, Site 10A, under consideration. I am an owner of one of the 67 units in that condominium complex. This unit is an extension of my home. I use this condominium for many purposes. I repair cars, make furniture and objects from wood, pursue my interest in electronics and robotics, 3-D printing, do some software consulting, and some precision metal working. I also use this space to store some family heirlooms recently acquired (furniture and other household objects) that belonged to my parents before they passed away. Garage Town provides a unique facility in King County that can be found nowhere else.

Each condominium is a high bay unit, which has allowed many to add a mezzanine to the units, while still having enough space to install a car lift similar to what you at a car dealership that changes oil, repairs engines and transmissions. I store some rather expensive astronomy telescopes and camera equipment here. Many rare and antique cars are stored and maintained in these units by other owners. Each unit has its own alarm system and provides secure 24/7 access for us to work and pursue many of our hobbies here. Garage Town is a unique facility and community of like minded individuals that's irreplaceable.

There are several issues with Site 10A that should give it a lower ranking than it currently has. It appears that it was incorrectly evaluated by the Sound Transit team in their initial evaluation and subsequent selection of 6 sites to possibly site the new OMF. It grossly underestimated the number of parcels affected and considered GT a single industrial warehouse, which it definitely is not. There is also a radio station that would have to be relocated which is not mentioned as an item considered. It appears that the environmental issues (wetland protection, hazardous material in the soil, regarding of the land) may have been minimized. Of the sites under consideration this should be at the bottom (or really, off the list).

Another possible site that is not on the list that would be ideally suited logistically is The Commons on South 320th. This retail site in decline and with more and more shopping being done online it will probably continue to do. I would hate to see such a site selected, but it seems to meet every criteria proposed by Sound Transit and would co-locate all the transit elements at one site, the OMF, the light rail terminal and the bus facility. This is a proposal that should be considered.

Rather than take away GT, a vibrant community that supports local businesses and the Puget Sound area, please select some of the other sites that provide much better opportunities to avoid affecting the fabric of Federal Way and surrounding cities of Kent, Des Moines, Auburn and Fife.

The selection of the Midway Landfill site(s) would take a resource that currently generates no revenue, has very few businesses and individuals to affect and would be a good use of land that is currently no being used. Using the Landfill sites is supported by the cities of Kent, Des Moines and Federal Way.

Excluding Garage Town and choosing a Midway landfill site would be the responsible choice, entail lower year to year operating costs and have the support of the entire community around it.

Sincerely,



Arnold and Sue DeWalt
253-740-9666

CH& CAIRNCROSS&HEMPELMANN
ATTORNEYS AT LAW

524 2nd Ave., Suite 500
Seattle, WA 98104
www.cairncross.com

office 206.587.0700
fax 206.587.2308

March 29, 2019

VIA EMAIL AND CERTIFIED MAIL

email to: OMFSouthScoping@soundtransit.org

Honorable Sound Transit Board Members
c/o Environmental Planner Hussein Rehmat
401 South Jackson Street
Seattle, WA 98104

Re: Operations and Maintenance Facility South – Due to Violation of Board Policies, Dick’s Drive-In, Kent, Midway Mobile Home Park and Gresham Transfer Should be Removed from Potential Sites for OMFS

Dear Sound Transit Board Members:

We represent Dick’s Drive-In Restaurants (“**Dick’s**”) with respect to its restaurant and property at 24220 Pacific Highway South in Kent, Washington. Dick’s also owns adjacent properties¹ that were included in its acquisition of the restaurant property (the “**Dick’s Property**”). We also represent Midway Mobile Home Park (“**Midway**”) and Gresham Transfer (“**Gresham**”) who own properties respectively at 24426 Pacific Highway South and 24300 Pacific Highway South, in Kent, Washington.

We have reviewed Sound Transit’s Operations and Maintenance Facility South Scoping Information Report (the “**Scoping Report**”) and the OMF South Alternatives Evaluation Technical Memorandum (the “**Technical Memorandum**”), which evaluated potential sites for locating Sound Transit’s Operations and Maintenance Facility – South (“**OMFS**”) on the Federal Way Link Extension.² One such site (described as “Site 1” in the Scoping Report) would place the OMFS on the Dick’s, Midway and Gresham properties and on several adjacent properties. All these properties are within 1/2 mile of the future Kent/Des Moines Link Light Rail Station and are designated for transit-oriented development (“**TOD**”). We refer collectively to all these properties as the “**TOD Properties**”.

¹ The Dick’s Property includes King County parcel numbers 5514000040, 5514000020, 5514000030, and 5514000060.

² We note that the OMFS has long been identified as part of the Tacoma Dome Link Extension and there was no apparent notice to the public that the OMFS would be sited as part of the Federal Way Link Extension.

Locating the OMFS on Site 1 would prevent critical TOD projects from occurring, which is contrary to the City of Kent's zoning and planning decisions. Such a location would also violate Sound Transit Board Policies which require Sound Transit to consider the impact of its decisions on TOD and which encourage Sound Transit to take actions that facilitate TOD within a 1/2 mile of Sound Transit's high capacity transit stations. Remarkably and contrary to Sound Transit Board Policies, the Scoping Report and Technical Memorandum neither recognize the concept of TOD nor address the negative impacts on TOD of siting the OMFS at Site 1. For these reasons, the TOD Properties must be removed from consideration for the OMFS.

The TOD Properties are a short walk from Highline College and are located on the busy commercial corridor of Pacific Highway South. This area is seeing a significant increase in new development, and the addition of the future Kent/Des Moines Light Rail Station all but assures that this area will continue to grow. The Opportunity Zone provisions of the recent federal tax act are already influencing positive economic development of the area. The City of Kent's Comprehensive Plan designates the TOD Properties and the neighboring properties (all of which are included in Site 1) as Transit-Oriented Community Zoning. The Kent zoning for this area encourages the type of mixed-use developments typically associated with TOD communities.

The Sound Transit Board has adopted clear policies to protect and encourage TOD. The Sound Transit staff and consultant information and analysis included in Scoping Report and Technical Memorandum are in violation of Board Policies. In Resolution R2018-10, the Sound Transit Board adopted its Equitable Transit Oriented Development Policy (the "ETOD Policy"), which states in relevant part:

2.4 Integrated Project Delivery Approach

2.4.1 Sound Transit commits to TOD analysis and measures early in system planning and throughout transit project delivery. Sound Transit:

- 2.4.1.a Incorporates TOD criteria as a decision-making factor during alternatives development, alternatives selection, design and transit project delivery activities. Sound Transit reports through project development on how project decisions affect and support TOD. For example, criteria could include consideration of land use and local comprehensive plans, as well as feasibility of redevelopment.
- 2.4.1. b 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.
- 2.4.1.c Identifies and pursues strategies that minimize displacement of existing businesses and individuals from properties impacted by Sound Transit.

These are not new policies. Indeed, very similar mandates were part of Sound Transit Board Resolution R2012-24 adopted on December 20, 2012. In particular, we call your attention to Resolution R2012-24 Section 4 Transit System Planning and Section 5 Transit Project Development. To the extent, Sound Transit staff or consultants began planning for the OMFS on the TOD Properties on the Federal Way Link Extension before the adoption of Board Resolution R2018-10, its actions were in violation of Board Policies established by Resolution R2012-24.

2.4.2 Sound Transit can only acquire property in a manner that considers TOD in selecting among otherwise reasonable and legally permissible alternatives for the acquisition, use and disposition of land.³

The ETOD Policy requires Sound Transit to consider how transit facilities affect transit-oriented development, connect to adjacent lands uses, impact the quality of public spaces, and displace businesses. Such criteria and policies are not merely discretionary aspirational goals. Sound Transit's governing document, Procurement, Agreements and Delegated Authority Policy, instructs that "Real property agreements executed by the CEO must comply with the following conditions: The provisions conform to Sound Transit's real estate policies and procedures."⁴ Sound Transit has numerous real estate policies and procedures, including its ETOD Policy, which is expressly referenced in the Procurement, Agreements and Delegated Authority Policy.⁵

Therefore, in choosing a location for the OMFS and prior to execution of any real property agreement for the OMFS, Sound Transit must comply with the above-cited policies. Specifically, Sound Transit was required to analyze the impact the OMFS will have on TOD, public spaces, and existing businesses. **The Scoping Report and Technical Memorandum do not even mention or reference TOD, let alone address the negative impacts on TOD of siting the OMFS at Site 1.** The materials completely ignore the mandates of the ETOD Policy. If Sound Transit staff and consultants had done any analysis of TOD potential, it would have concluded that Site 1 is a high-value TOD location and locating the OMFS on that property would be contrary to the express requirements of the ETOD Policy and the Sound Transit Board's clear intent and direction. Further, it would be contrary to the urban planning goals of the area. The Cities of Kent, Federal Way, and Des Moines have all voiced their opposition to locating the OMFS on Site 1. Sound Transit cannot remedy this policy and legal deficiency unless it terminates the current process and starts over. The public has not had the opportunity to consider the direct conflict between Board Policies and the background analyses and provisions of the Scoping Report and Technical Memorandum.

³ Resolution No. R2018-10, Equitable Transit Oriented Development Policy, pp. 5-6 (emphasis in original).

⁴ Resolution No. R2018-40, Procurement, Agreements and Delegated Authority Policy, p. 9, Policy 2.12.5.a (emphasis added).

⁵ *Id.*, p. 11.

Sound Transit Board

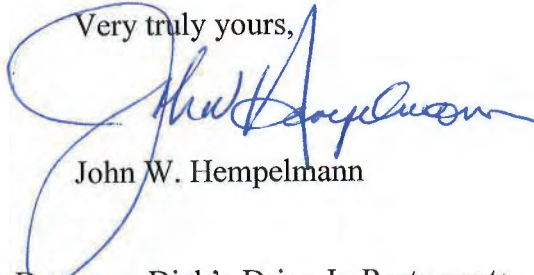
March 29, 2019

Page 4

As an alternative to terminating the current process and starting over, the Board must remove Site 1 from the sites being considered and should facilitate TOD on the Site 1 properties as required by Board Policies and City of Kent planning and zoning.

Thank you for your time and attention. Please do not hesitate to contact me directly at jhempelman@cairncross.com or (206) 254-4400.

Very truly yours,



John W. Hempelmann

cc: Mr. Jim Spady and Ms. Jasmine Donovan, Dick's Drive-In Restaurants
Ms. Cristina Dugoni, Midway Mobile Home Park
Mr. David Ulmer, Gresham Transfer

GarageTown Federal Way

March 27, 2019

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

Dear Mr. Rehmat,

Thank you for the opportunity to provide comments for the Sound Transit Operations and Maintenance Facility South (OMF South) scoping process. I am the President of, the Garage Town Federal Way Condominium Association, and the developer of the of Garage Town Federal Way, which is a 67 unit condominium storage facility, with 56 individual owners. Garage Town consists of four concrete tilt-up industrial buildings totaling 72,000 Sq.-Ft. Our 4.22 acre property is included in Site 10A, which is under consideration as a possible location for the OMF South. Site 10A was evaluated in the OMF South Alternatives Evaluation Technical Memorandum dated February 18, 2019. I am very concerned that the evaluation of Site 10A in the memorandum is not accurate and that Site 10A does not meet the criteria for the OMF South. Therefore Site 10A should be removed from consideration and not included in the group of sites evaluated in the Environmental Impact Statement phase. Below is a summary of the areas where Table B-1 of the OMF South Alternative Evaluation Matrix incorrect and possibly misleading.

Economic: Site 10A includes several businesses that are major economic generators: Ellenos Yogurt World HQ, Garage Town Federal Way 56 owners including 6 businesses, Trinity Broadcasting Television station, Large crane company, Towing company, and many others. This should be scored as a high level of Economic generating activity, **RED** on the matrix, not moderate as scored. Site 10 and 10A should have the same score on this criteria; Site 10 was scored **RED** and was removed from consideration in the early scoping.

Streets and Roads: Site 10 A was incorrectly scored as having access via major arterial or highway and should have been scored as having access via local roads.

Topography: Site 10A should be scored as requiring major grading. The change in elevation on the site is close to 40 feet.

Wetlands and Streams: Site 10A was scored as “moderate disruption of under 2 acres”. The Hylebos Creek runs through Site 10A, and with the associated wetlands, the area exceeds 2 acres. In addition there is a large WDOT retention pond on the site which may not be able to be relocated.

Historic and Archaeological: The Puyallup and Muckleshoot Tribes may consider the Hylebos Creek as important sites and at your open house on March 12, Sound Transit Staff did not confirm discussion with the Tribes. This will likely be an adverse impact.

Size and configuration: Site 10A is listed at 44.3 acres, when you consider site loss due to sensitive areas, wetlands, streams, required setbacks, and topography the site will not meet minimum size requirements.

LRV Site Access: Due to the fact that the rail alignment may follow Hwy 99 or I-5, site 10A should be scored the same as Site 10 which was scored as “somewhat complex and a medium distance from the site. If the Hwy 99 rail alignment is used, site 10A will be “most complex and a long distance to the site. Choosing site 10A is not in the best interest of Sound Transit without knowing which rail alignment will be used.

PHONE

FAX

E-MAIL

51 W Dayton Street, Suite 201, Edmonds, WA 98020

206-947-9416

425-582-8061

brad@garagetown.com

Schedule Risk: Schedule Risk for Site 10 A should be “Highest Risk” due to permit requirements from Army Corps of Engineers, The State Department of Fish and Wildlife, State Department of Ecology or requirements from The City of Federal Way due to the large increase of vehicle trips on the small streets to and from the site. Federal Way may require substantial road improvements.

Operating Estimates: Site 10A should be scored just like Site 10. The track alignment has not been decided to follow Hwy 99 or I-5. Site 9 would be a better choice because it has good access from Hwy 99 and I-5.

Capital Estimates: Site 10 and 10A should score the same on this issue at a minimum, Sound Transit Staff did not fairly or accurately value the costs of Site 10A.

Property Values: Sound Transit Staff did not properly value several of the individual properties within Site 10A; Garage Town, Ellenos facility, Trinity Broadcast TV facility, and the crane yard. Site 10 and Site 10A should be scored “greater than 100 million”.

In addition, there has not been consideration given to Transit Oriented Development (TOD) near the Federal way stations that will be close to Site 10A. In evaluating Site 10A the cost of extending the rail line south of the Federal Way Transit Center was not included in the evaluation; what budget will the funds for this work come from? The Businesses located in Site 10A employ a large number of people who pay Taxes and the Businesses generate revenue that supports B & O Taxes, and Real Estate Taxes. Loosing this revenue for the 100 year life of the OMF South, is a large dollar amount that was not considered in the evaluation process for site 10A.

Based on the information provided above I hope you can agree that Site 10A was not evaluated fairly and accurately. Site 10A does not fit the criteria as well some of the other five sites under consideration to move forward into the EIS process. Please consider recommending the following sites to be evaluated in the EIS process:

Site 3 and 3A, the Midway Landfill

Site 7, S 316th and Military Rd.

Site 9, S 336th and I-5

Garage Town Federal Way is the only condominium storage facility in King County, and many of the owners have moved into high density housing where personal storage is very limited. The Garage Town concept supports public land use policy by allowing owners to live in higher density areas. It will be very difficult for Garage Town Owners to find alternatives if the facility is destroyed.

I encourage each one of you to fully learn all you can about the 6 sites that are under consideration for the OMF South, by personally driving to each of the sites and get a first hand view. During my 30 year career as a commercial real estate broker and developer working in King County, I understand the complexity and difficult decision you will make. I am available to meet you at Garage Town anytime to show you our very unique and special facility, and share my professional knowledge about the sites under consideration.

Thank you for your time and consideration on this issue.

Sincerely,

Brad Thorson, President
Garage Town Federal Way Condominium Association.

City Pacific Land Co.
Gresham Transfer, Inc.
24300 Pacific Hwy south
Kent Wa.

March 29, 2019

City Pacific Land Co. and Gresham Transfer, Inc. own and operate a family business at 24300 Pacific Hwy. South in Kent WA.

Our property is used for the operation of trucking services. We have operated out of this location since 1980 after acquiring the trucking operations from the Widing Family.

Our business is transportation and the operating location determines the distance and cost of travel to service our accounts. The rates we establish are based on the time, miles and operating cost we incur. This location is central to our customers and service lanes of each load we haul. An increase in distance, miles, labor, hours and fuel consumption and other operating cost could grossly alter our success. Without the knowledge of where and what impact an alternate location would have this presents a real possibility of failure to our business operations and success.

This property is zoned MCR for growth and opportunity within the City of Kent's OPPORTUNITY ZONE for future property growth. We do not see the benefit to the community and land owners of a thirty plus acre OMF Facility take over and protest any action to acquire our property.

David Ulmer
Rick Ulmer
Gresham Transfer Inc.
City Pacific Land Co.

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



Mr. James A. Hollatz
602 S. Wright Ave. Apt. 117
Tacoma, WA 98418

Greetings

If I had to vote on this OMF issue, today, I would cast my vote for midway and SR 99 plan, from what I can see it gives Sound Transit a greater Area in which operate the facility with adequate roads to the facility for Emergency Response vehicles, and the like. Building that over the top of a landfill, does pose a significant environmental study, but building Apartments over the top of a landfill also poses a risk, such as Radon Gas, Methane and other toxic problems as well. In this manner the facility will be more open and pose a lesser risk to the public at large. So this is just my opinion one of many, no doubt.

So the midway Landfill and SR 99 is my preferred site.

Respectfully

James A. Hollatz

March 18, 2019

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

Dear Sir,

I wish to give my opinion **in favor of the Midway Landfill Site** for the construction of the South Maintenance & Operation Facility. I am aware of the extra cost for this location.

Perhaps **a better clean up and a new facility** can both be worked into this project at Midway. Solving two problems without more land acquired or taken, would be very good.

Thank you,
Janet Vahala

A handwritten signature in cursive script that reads "Janet Vahala".

26811 Downing Avenue
Kent, WA 98032

March 7, 2019

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

Dear Mr. Rehmat,

We appreciate the fact that Sound Transit is inviting citizen comments on the location of the Operations and Maintenance Facility (OMF) in the South Sound.

Like many people we've talked to, we believe that the best location for the OMF is one labeled as Midway Landfill and I-5, which is the second from the top in the brochure Sound Transit mailed out to residents in the South End. We understand that there may be some cleanup costs associated with developing this site, but we believe that if anyone can efficiently utilize this space, it's Sound Transit with its expertise in planning and construction. After all, the main purpose in creating a landfill out of a dumping grounds is to make it available for a higher use for the benefit of all of us. Sound Transit can lead the way in showing everyone how a true Public Agency can fulfill its civic duty and gain approval from its critics by claiming the landfill for its use.

The Landfill has burned off all of its methane years ago and surely you can stabilize the ground properly to support your construction project plus the equipment that will be parked and serviced there. The Landfill is at the top of the list because the disruption of existing businesses will probably have the least impact here. Also this area will not be in the center of an existing retail area. We truly treasure the Lowe's and Dick's Drive-In businesses and *do not* wish to see them displaced, along with Starbucks and others.

We are concerned that the 4th location from the top of the page – S. 316th Street and Military Road - may require the removal of too many trees which is quite abhorrent when considering the dangers our environment and climate are facing today. Any of the other options that border Highway 99 are likewise undesirable because they OMF would not fit into the current business setting.

Thank you for considering our thoughts on this issue.

Sincerely,


John and Adelaide Haferbecker

Oppose Sound Transit destroying current businesses in Kent as location for the OMF-S ~~Choose the Midway Landfill!

1 message

Julie Beffa <j.e.beffa@gmail.com>

Tue, Mar 19, 2019 at 5:34 PM

To: OMFSouth@soundtransit.org

Bcc: Communication Assistant <communicationassistant@ddir.com>, hank kerr <henrykerr41@gmail.com>

- When there is a suitable alternative in the very near vicinity, it is outrageous that this acreage is even being considered.
- Sound Transit would be violating its own mission by placing the 30-acre, late night industrial facility within a Transit Oriented Development (TOD) zone, a half-mile from the planned Kent Light Rail Station.
- Sound Transit would be violating the current zoning of the City of Kent and sabotaging years of planning and preparation in partnership with the City of Des Moines and Highline College for the new Kent Light Rail Station.
- Taking away jobs from the community by removing the current shopping center and destroying the potential for development around the Kent Light Rail Station eliminates any benefit of the jobs added by the OMF-S
- The Lowe's, Dick's, Starbucks and other existing businesses in the shopping center are an important part of the community on the West Hill in Kent and Des Moines. Taking those away would have a detrimental effect on the communities of the South Sound.
- The South Sound welcomes the OMF-S when it's built in the right location, the Midway Landfill.
- Thank you.

Julie Beffa
9110 NE 21st Pl.
Bellevue 98004





March 12, 2019

Hussein Rehmat, Environmental Planner
Sound Transit
401 S. Jackson St.
Seattle, WA 98104-2826

RE: EIS Scoping/Operations & Maintenance Facility - South

Dear Mr. Rehmat:

At the Kent Downtown Partnership's (KDP) regular meeting on February 25, 2019, the Board of Directors voted to oppose the Lowe's/Dick's site for the OMF-S facility, and propose either of the Midway landfill sites for consideration in the future EIS. This action was taken following a thoughtful and comprehensive review of scoping documents, including the OMF Alternatives Evaluation Technical Memorandum.

While the primary focus of the KDP is Kent's downtown, we are also concerned about the overall health of the local economy, particularly the retail segment. Using the Lowe's/Dick's site for the OMF-S facility eliminates two new and very viable retail businesses that generate considerable taxes for the City of Kent and retail customers for nearby businesses. On the other hand, the landfill site is vacant. Admittedly, construction challenges may be greater on either Midway landfill site, but this seems like a once-in-a-lifetime opportunity to reclaim a site that may never have a higher calling.

We appreciate Sound Transit's efforts to obtain public input and, we truly hope you will utilize that input in your consideration of sites.

If you have any questions regarding our position or wish further information, please contact KDP's executive director, Barbara Smith, at 253-813-6976.

Respectfully,


Jeff Middleton, KDP President

cc: Barbara Smith
Board of Directors
Mayor, City of Kent

To Whom It May Concern,

Sound Transit moving into federal way for the maintenance facility would affect my well-being and my families. I am able to work at a place that is close to my home. I can take care of my family and be home quickly if need be. If my office would be forced to move that would mean I would be out of a job and unable to take care of my family. This would affect me immensely. Please consider other properties that wouldn't affect everyone's well-beings like mine and my family.

Thank you,

Madison Hibbard

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

March 19, 2019

Mr. John Marchione, Board Chair
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Dear Sir:

We are one of the 56 property owners in the Garage Town complex located at 2010 South 344th Street in Federal Way. This location is included in Site 10A as shown in the Operations and Maintenance Facilities South Alternatives Evaluation Technical Memorandum. We are writing to request you remove the Garage Town complex from consideration for your potential OMF South sites.

We purchased our unit in Garage Town because we do not have the ability to store any items on the property where our home is located. The property is situated entirely on a steep slope and accessed by a narrow private roadway serving multiple homes. We do not have the ability to even park additional vehicles in front of our home because this blocks the roadway for use by other homeowners and emergency vehicles. The Garage Town facility is unique in King, Pierce and Snohomish counties and we searched for a long time before deciding on purchasing at this location. Losing our property at Garage Town would be a severe hardship since other suitable options do not exist.

In addition, it seems Site 10A is a poor choice for OMF South since it is only Partially Consistent with the ST3 long-range plan. Site 11 is Not Consistent with the plan because of the location and it is less than 0.5 mile from Site 10A. We strongly support and encourage the use of Sites 3 or 3A since these sites have the least impact on individuals, communities, businesses, homes and churches and would reclaim land not suitable for other uses.

Respectfully,

Handwritten signatures of Malcolm Klug and Mary Klug in black ink.

Malcolm and Mary Klug
1130 W Lake Sammamish Parkway NE
Bellevue, WA 98008

Sound Transit, Environmental Planner
Hussein Rehmat

March 25, 2019

Dear Mr. Rehmat

I am the property owner of a building at 1800 S 341st Place in Federal Way, part of the S344th St and I-5 site option. Please be advised that there are two businesses being operated out of this building with approximately 20 total employees.

After reviewing the 6 site options I believe the Lowes/Dick's S240th St and SR99 would be the best option, least impacted and most cost effective site.

My second option would be the S 316th and Military Rd site.

Both of the Midway Landfill sites would incur excessive costs to the tax payers.

I think the best option would have been to utilize some of the Weyerhaeuser property, but for some reason it was removed from the list.

Best Regards,



Mark Hentges
2713 S 284th St
Federal Way, WA 98003

253-350-9580

February 26, 2019

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

Mark Howlett
14424 SE 304th Street
Kent, WA 98042

RE: Sound Transit's Site Selection for the Operations and Maintenance Facility South

Mr. Rehmat,

I am writing this letter to express my dismay over Sound Transit's selection of South 240th/SR 99 option for consideration of the Operation and Maintenance Facility (OMF) South in the City of Kent.

I am the current Public Works Director for the City of Milton but was the Project Manager for the City of Kent's Pacific Highway South Roadway Improvement Project. This project improved the 2 ½ miles of Kent's Pacific Highway South by installing HOV Lanes, curbs, gutters, sidewalks, storm drainage and street lights. This project and the construction of Lowe's Hardware store in the old Midway Drive-In site started a chain reaction of economic growth along this corridor and created the catalyst for continued growth to this day.

This growth has continued over the years, most-recently with the highly anticipated and highly publicized opening of Dick's Drive-in, which, for those of us familiar with the Pacific Northwest, is a regional icon.

Sound Transit's proposal to locate the OMF South at this location will destroy 20 years of economic development and cripple this area economically for years to come. This proposal is and will continue to be met with fierce opposition from the business community. This is especially true when other more-feasible alternatives for the OMF site are available.

This is why I am dismayed by Sound Transit's consideration of this site for demolition of these economic engines. Having been in the public sector for many years and having worked with Sound Transit, I know that Sound Transit is a professional organization that takes its duties seriously and considers the impacts of its proposals.

I urge you to eliminate this alternative from further consideration for the OMF South site and preserve the economic vitality of this region.

Thank you for your consideration.

Sincerely,



Mark Howlett

902 South 10th Street
Tacoma, WA 98405

p: 253 272 2206
f: 253 272 6439

March 26, 2019

Operations Maintenance Facility South
c/o Environmental Planner Hussein Rehmat-Sound Transit
401 South Jackson Street
Seattle, WA 98104

Dear Sound Transit Board Members,

Thank you for the opportunity to provide comments during the scoping period for the Environmental Impact Statement (EIS) that Sound Transit will prepare for its Operational and Maintenance Facility-South (OMF). Among other documents, I have reviewed the OMF South Alternative Evaluation Technical Memorandum to include Tables A-1 and B-1, and also attended an open house at Highline Community College on March 20, 2019. At Highline I spoke with various Sound Transit officials to include its real estate expert, and also attended Sound Transit's formal presentation. Based upon the above, the Board cannot now make an informed decision as to which sites it should select for further consideration in the EIS process. To make an informed decision, the Board must revise its Purpose and need statement to include consideration of the impacts to businesses that generate revenue for local jurisdictions, and the minimization or elimination of short and long term fiscal impacts to local jurisdictions.

I am the president of the corporation that manages a building on Site 10-A that would be demolished should the Board select Site 10-A for the OMF facility. A family with five siblings owns the building in equal shares and all would need to agree on a sale. Two years ago we leased our building located at 34114-21st Avenue within the City of Federal Way to Ellenos Yogurt, which now uses the building as its world headquarters. Ellenos installed more than \$5,000,000 in improvements to the building, most of which became a part thereof and cannot be removed. It took Ellenos approximately one year to convert the previous office/warehouse building into a food processing business to make its Ellenos yogurt product. Ellenos now employs approximately 150 workers. For 22 years (1990-2012) the building served as the world headquarters for Baden Sports, and the building has been an integral part of the City of Federal Way's industrial area since its incorporation.

McCULLOUGH HILL LEARY, PS

April 1, 2019

Honorable Sound Transit Board Members
401 South Jackson Street
Seattle, WA 98104

Environmental Planner Hussein Rehmat
401 South Jackson Street
Seattle, WA 98104
OMFSouthScoping@soundtransit.org

Re: Operations and Maintenance Facility South – Impact to Business / EIS scoping

Dear Board Members:

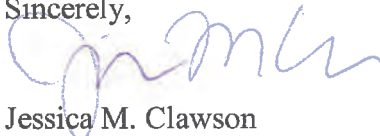
We represent Guardian Capital Management (“Guardian”), the underlying property owner for the Lowe’s and other commercial properties located generally at 24050 Pacific Highway South in Kent (the “Guardian Property”). Guardian is owned by a local Puget Sound-area family. The Guardian Property and immediate surrounds were included as one of the OMFS sites. The Guardian Property is located within ½ mile or less of the proposed Highline Station and would therefore be considered a potential Transit Oriented Development (“TOD”) site.

The negative impacts of the mere mention of the Guardian Property as a potential for the OMFS site are already accruing to Guardian. A lease with a major business for the commercial center located at 24130 Pacific Hwy S, Kent, which had been in negotiations for several months, was abruptly canceled by the potential tenant specifically because the site was even mentioned as a potential location for the OMFS. Guardian is very concerned about the impacts to its business related to the OMFS discussion, and the chilling effect on leasing that has already occurred due to the site being stated as an option for OMFS. Guardian is proud of its efforts to create a vibrant commercial center along Pacific Highway, and these efforts are being negatively impacted by Sound Transit’s studies. Empty storefronts are not conducive to creating or maintaining a thriving business environment.

We know that the Board cares about its constituents and the impacts to businesses that can occur as a result of these discussions. The Sound Transit Equitable TOD policies require the Board and Sound Transit staff to consider impacts to and potential displacement of existing businesses, including those on Guardian’s Property, when choosing the location of the OMFS (see Policy 2.4.1.c). We hope that in future discussions and policy decisions regarding the OMFS siting these policies are seriously considered and actions are taken with impacts to existing property owners and businesses in mind. All impacts to business must be honestly studied as part of the OMFS Environmental Impact Statement.

Please do not hesitate to contact me if you should have any questions regarding this matter.

Sincerely,



Jessica M. Clawson

Our building is located within the only industrial zoned area of the City of Federal Way (statement of Sound Transit's Highline presenter). Ellenos and the building presently pay substantial taxes, which will only increase in the future as the business grows and hires more employees. Garage Town, a quality storage facility with many owners, is located to the south of our building. Many smaller businesses are located to the west. Access to all businesses is provided by non-arterial, city streets.

Hylebos Creek flows between I-5 and our parcel and the Garage Town parcel. Hylebos Creek supports Chinook salmon and other salmon species in its lower reaches. It presently has an open, unobstructed flow from its headwaters to a large wetland to the southeast. The Hylebos wetland system is one of the last remaining wetlands in the Puget Sound area with peat bogs. In December, 2014, the City of Federal Way commissioned a study of fish use in the Hylebos Creek, entitled City of Federal Way Hylebos Creek Fish Use and Habitat Technical Memorandum. A review of the site plan for Site 10-A in the OMF Technical Memorandum shows that the OMF project would cover at least 1,500 linear feet of Hylebos Creek (see the scale on the map).

Sound Transit has provided no information either orally or in writing to the Board about the present use of our building or the impacts of Site 10-A to Hylebos Creek. Thus, Sound Transit will ask the Board to decide which projects will move forward to EIS consideration without knowledge of fiscal impacts to include lost tax revenue, lost private sector jobs, and lost businesses. None of Sound Transit's evaluations acknowledge the existence of Ellenos Yogurt, Garage Town, or any of the other commercial-industrial businesses currently operating within Site 10-A. At the Highline presentation Sound Transit at least acknowledged Dick's Drive-In, Lowe's Hardware, and a mobile home park on Site 2. Sound Transit shows Lowe's Hardware on a site plan of Site 2 in the OMF Technical Memorandum. However, the Technical Memorandum shows no businesses on Site 10-A other than Wal-Mart, which is offsite to the south.

Under the economic environmental factors criterion, Sound Transit has generally assessed potential impacts to properties that are major economic activity generators. In its assessment, Sound Transit placed Site 10-A in a "moderate" (yellow) level of economic activity-generating properties. However, at Highline it became painfully obvious that Sound Transit officials did not even know of the food processing business (Ellenos) located within our 50,000 plus square foot building that serves as its world headquarters.

Furthermore, Sound Transit failed to assess the topography, wetlands, streams, and floodplains. In the present case Site 10-A is once again placed in the moderate (yellow) impact area even though construction of the OMF would require covering 1,500 linear feet of Hylebos Creek. How can Sound Transit maintain the functions and values of this critical, valuable resource if it selects Site 10-A?

For the above reasons Sound Transit has not appropriately evaluated Site 10-A. It has given no consideration of the fiscal impact to the City of Federal Way, its taxpayers, and its residents, and has not addressed the impacts to Hylebos Creek at all. The Board

should strike Site 10-A from further consideration. The Board also needs to revise its Purpose and need statement to consider fiscal impacts to businesses and local jurisdictions alike.

Furthermore, Site 10-A does not meet the goals of the Purpose and need statement for developing and evaluating a range of reasonable alternatives. While Section 2.1.1 supports efficient and reliable service that minimizes system operating costs, it does not require consideration of the fiscal impacts to local municipalities. Likewise, the site selection evaluation criteria does not require consideration of local, adopted, land use plans or zoning. Failure to consider such factors could result in the virtual elimination of Federal Way's industrial area, the loss of numerous businesses, and the elimination of the revenue they generate. Therefore, the Board needs to require Sound Transit to consider sites that avoid impacts to businesses and revenue generators. The Board should also require Sound Transit to consider sites that are consistent with land use plans and zoning. Finally, the Board should instruct Sound Transit to consider only those sites that minimize or eliminate short term and long term fiscal impacts to municipalities. Such would include the Midway Landfill next to I-5, the Christian Faith Center, and the site near South 316th Street and Military Road.

Additional, questionable scoring for Site 10-A include the street access criteria. Site 10 located adjacent to 16th Avenue South (Enchanted Parkway) an arterial street is rated red (high). However, Site 10-A which is accessed only by local roads, is rated green. These colors should be switched.

At the Highline open house Sound Transit officials disclosed that the cost estimate for Site 10-A did not include the cost of constructing 1.3 miles of additional rail. Further, the estimate did not include the cost of providing critical area mitigation (if even possible) for Hylebos Creek and its wetlands. Therefore, it is questionable whether Site 10-A should be labeled green under the LRV site access criterion without knowing the cost of the additional rail and the potential cost of critical area mitigation.

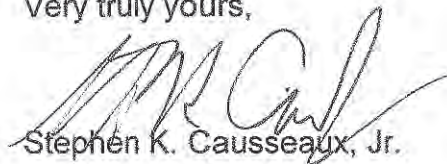
Under the "schedule risks" evaluation that is to ensure the facility can begin operations in a timely manner, Site 10-A is given a yellow (moderate) score. The issues associated with numerous storage facility condominium owners, the difficulties in relocating Ellenos Yogurt to another building suitable for food processing, and the payment to Ellenos for all the improvements that cannot be removed from the building establish that a red color is more appropriate. Furthermore, the information presented to date does not reveal any comments from the Puyallup or Muckleshoot Tribes or any other tribe regarding Hylebos Creek and its impact on salmon. The tribes are likely to raise significant opposition to the covering of Hylebos Creek. Furthermore, Sound Transit has not indicated any time element for obtaining necessary permits from the U.S. Army Corps of Engineers, the State Department of Fish and Wildlife, or the State Department of Ecology. If a site cannot open on time, it should be removed from consideration.

In summary, if Site 10-A is selected, numerous and substantial businesses within the City of Federal Way will be removed from the tax rolls forever. The City, County and State would no longer receive property taxes, B&O taxes, personal property taxes, etc.

The Board needs to revise its Purpose and need statements to allow a realistic evaluation of reasonable alternatives. At present the Purpose and need statement gives no consideration to City of Federal Way business owners, property owners, residents, or the environment. How will the City cover its lost revenue? Will it need to raise taxes on its citizens who are already paying significant taxes for Sound Transit? Furthermore, Sound Transit has given no consideration whatsoever to Hylebos Creek or its critical areas. At Highline a Sound Transit representative stated that such would occur during the EIS process. However, sufficient environmental information exists now to eliminate Site 10-A from consideration. Finally, due to the numerous businesses, numerous storage condominium owners, and the difficulty in mitigating the impacts to Hylebos Creek, it is unlikely an OMF facility on Site 10-A could be ready in accordance with Sound Transit's time schedule.

Please revise the Purpose and need statement to include a consideration of impacts to businesses and minimizing or eliminating short and long term fiscal impacts to local jurisdictions. Please remove Site 10-A from consideration in the future EIS and focus on sites not presently on the tax rolls (church and landfill) or sites that will not cause significant fiscal impacts to local jurisdictions (316th/Military Road). Thank you very much for your consideration of these comments.

Very truly yours,



Stephen K. Causseaux, Jr.

MARCH 7 2019

DMF SOUTH SCOPING

I DISAGREE WITH DMF SITE S 344TH ST
AND I-5. MY FAMILY AND I RESIDE ON
34220 18TH PL S. PLEASE CONSIDER OTHER
SITES.

THANK YOU,

MICHAEL JUGUILON

34220 18TH PL S

FEDERAL WAY WA 98003

MEJUGUILON@GMAIL.COM

206-602-8766

March 15, 2019

To: Sound Transit Board

c/o Sound Transit, Environmental Planner: Hussein Rehmat

401 S. Jackson Street, Seattle, WA 98104

Subject: Sound Transit Extension #3 (10A)

I am writing to tell you how I feel about the OMF within the city of Federal Way. I think it STINKS! Especially the alternative site of South 344 St. and I-5. Yes, you've guessed it, my husband and I are one of the 56 individual owner's, in a complex of 67. We all enjoy the quality, convinces and location that "Garage Town" offers us. No other facility in King County gives a person the chance of ownership and an extension of their household without moving to a larger property to build additional garages/storage areas. If our location is selected, we will not be able to find another facility like it in our area. I understand that ST is talking about needing a large area. Our site has approx. 30 acres with not a lot of flat land remaining except for the land on which the individual units stand themselves.

1. The property has a steep approach from 344th which restricts both access and egress from our street entrance. DON'T TRY GETTING TO THIS AREA WHEN IT SNOWS. (From personal experience you won't make it without help!)

2. On the North side we have an 18' to 20' elevation change and a **LARGE** amount of dirt remains from the hill top and would need to dug out and moved to make the area even somewhat flat. **However**, the proposed site immediately to the North of ours (9) and the two proposed landfills (3 and 3A) are nearly "flatlands" already and would not have as much impact on community traffic, and services. Revenues for the area around the Hwy.18's businesses community, for examples, like several restaurants, retail stores, Hobby Lobby, gas stations, small automotive service/repair shops, a window glass shop, a couple of food stores, Office Depot,

etc. they will all miss their regular customers that they have worked so hard to secure from Garage Town.

3. The area to the East side of the property is a wet lands with a stream. What would the impact be here? Does ST need an impact statement on this area?

4. On the West side, for most of the length of the property, is a huge concrete constructed retaining wall to hold the steep hill side in place. ST will also encounter four large buildings with 71,433 square feet of concrete which would need to be torn down and removed. These are modern and built to current codes. Let's talk security. We have a large electronic iron fence and an entrance gate that rapes all the way around the facility. Each owner has their own special code. All buildings have security lighting and have additional electronic locking devices on each individual unit. Security cameras are another safety item we have on the main gate and other areas. If anything is not quite working property, just call one of the board members and they have the knowledge and skills to handle it. They'll take on your problem on as if it was their own and solve it as soon as possible, the same day if feasible. I'm told that if you're a "computer nut" we even have WIFI and more that GT can offer you in this arena. I not amazed at people are on a waiting list for one of these units.

WHAT I'M TRYING TO GET ACROSS TO YOU IS THAT THIS INCLUDES A HILL TOP SITE THAT SLOPES ALL THE WAY TO THE WET LANDS BELOW. MORE THAN 2 ACRES ARE WET LANDS. THE GARAGE TOWNS SITE, FOR THE MOST PART, WAS CONSTRUCTED ON PROPERSTY NOT CONDUCEIVE TO YOUR PROJECT.

5. A few existing business such as Ellenos Yogurt has had a hard time setting up shop. They had a few additional snafus to work on in order to comply with state rules and regulations relating to the dairy products industry, which meant more time and budget than was originally expected. Do you think they will go elsewhere and start over from scratch? The Radio Station had a difficult time finding a suitable location to broadcast from. Do you think they will have the time, fortitude and budget to start again? One piece of property has been owned and operated for 35 yrs. by one family. Do you think they really want to be forced into

early retirement. or start over again? For the time being, Garage Town is trying to keep down the negative vibes and concentrate on the positive, although the idea of rebuilding is very daunting. There is also a Business Park in the area. What do you think these businesses will do? Did ST really think about the people and business that they are going to be putting in the unemployment line because their actions? I know just being associated with the (10A) area that at least 300 people, perhaps more, will be affected and will not be happy voters.

6. This facility is the only one in King Co. of its kind. It is a living breathing community that includes a nicely kept club house and grounds. Unlike other storage places where you pay a monthly fee until you are through with their services and then you just walk away with nothing but receipts. Garage Town is a new concept idea and is a condo association with Declaration, By Laws, etc. Also, when you decide to sell your unit you will be rewarded for your sweat equity and/or paid for improvements made. Why, because YOU OWN THE UNIT and so do your family descendants.

7. I would like to see more options other than the six presented for the OMF. I prefer the landfill areas. The City of Kent seem to be willing to hand over their landfill area to Sound Transit. ST would be receiving a huge piece of nearly flat property, just what they needed for their project WITHOUT IMPOSING ON BUSINESS AND PRIVATE PROPERTY. Hopefully, it will no longer be an eye sore without any trees. Can you imagine what visitors will be seeing from the Freeway every time they pass by this newly completed site. A beautiful new complex looking forward into Washington's future.

8. Garage Town has become a household extension to me as I know that it has been for others. My husband and I have had our dreams realized by being able to move our life long interests and home over-flows there. We sealed the flooring and completed the second floor mezzanine in order to equip the unit with a work bench, tools and the installation of heating equipment. All the owners' take a pride in our individual units and the grounds.


9. Garage Town helps to provide a higher density area compared with a lower density "Ponderosa" type expansion (of lots) where people must provide storage

space on their own property. This can become an expensive alternative for most. Whereas, "Garage Town" unit owners, buy a unit only as needed, GT is a high density facility. Just what that area needs for now and in the future.

10. We (unit owners) will be paying, approx. \$145,000 in 2019 for property taxes. Of course, we all will pay a new 1.4 percent in sales tax, a new 1.1 percent motor vehicle excise tax (which ST is collecting through 2028) and, lastly, a new property taxes of 25 cents for each \$1,000.00 of "assessed evaluation". Don't take our money like that and then turn and use it to take our property away also. There are ethical and moral issues here which are not being addressed. I am assuming **FACTS-that are-NOT-IN-EVIDENCE**, but does ST have any morals and ethics or do they change with the next breeze? Of course they do have standards, but I just haven't glimpsed a sparkle of them as yet.

11. This brings the total ST budget up by \$27.7 billion. We, the residents, are your financiers.

12. I would like to slip in at this time to say that Garage Town has a very strong working relationship with the City of Federal Way's Police Department. They have met with our large ownership to give us support and/or direction on how to handle all types of potential situations and what we can do to prevent them. We are glad to accommodate their usage of our club house building for occasional meetings, etc. We are proud to call these officers our friends.


Patricia M. Pugnetti

29022 50th Pl. S

Auburn, WA 98001

253-941-5793

Paul Griggs
GarageTown
2010 S 344th St
Federal Way, WA 98003

March 20, 2019

John Marchione, Board Chair
Sound Transit
401 S Jackson Street
Seattle, WA 98104

Dear Sir or Madam,

I am writing in response to the consideration of the proposed location that includes the GarageTown property as a site for the new Sound Transit Operations and Maintenance facility. I have been an owner at GarageTown for many years. As I believe has been previously outlined, GarageTown is a very unique property in the Puget Sound region. It is not a typical rental storage facility. Rather, it is a community owned by 56 individuals and businesses and managed by diligent, committed Homeowners Association.

The individual units at GarageTown represent an extension of the owner's homes and businesses. Having downsized our homes in the various cities of King, Snohomish, and Pierce counties, displacement from this community would create an enormous disruption of our lives and livelihoods. We rely on GarageTown as a site to maintain our larger household and business items in order to maintain a smaller footprint in our primary areas of residence and business. There is no other similar property in the Puget Sound region to relocate to, should such an eventuality result from the decision to construct the O&M facility at this site.

Beyond the immediate GarageTown property, and with regard to the other properties surrounding GarageTown that have been included in the proposed O&M site, additional disruptions would occur. There is a significant wetland and associated stream immediately adjacent to GarageTown. There are low-income homes and active businesses employing many individuals that have recently invested heavily in their facilities. Uprooting these individuals and businesses would significantly and negatively impact this collective group that has chosen to invest its resources in the local community.

The president of the GarageTown homeowner's association has informed its owners that the Sound Transit analysis of GarageTown and the larger potential site as a whole is significantly flawed. Technical issues regarding impediments to construction of this site have been understated have not been addressed in this analysis. The homeowner's association president will be sending the details of this issue as a separate letter. The flaws of this analysis will be based on the formal Sound Transit technical site analysis that he has reviewed in detail.

The unanimous consensus among the GarageTown property owners is that the proposed Midway Landfill site represents the best solution for all parties involved as the area to construct the O&M facility. It is our understanding that this is also the consensus opinion for the city governments of both Federal Way and Kent. As residents, taxpayers, and constituents, it is imperative that our collective voices be heard. Such

recognition and cooperation constitutes the foundation of decisions regarding public, taxpayer funded projects such as this that will benefit the current generation as well as generations to come.

Thank you for your attention regarding this critical matter. We are optimistic that wisdom and understanding will prevail in the final decision regarding the site selection for the Operations and Maintenance facility.

Sincerely,

A handwritten signature in black ink, appearing to be 'P. Griggs', written over a horizontal line.

Paul Griggs



Rene Lambion
PO Box 714
Milton, WA 98354

5240 & 99

This is the site I think is the most suitable without too much traffic being affected.

(2) Midway landfill

I would stay away from a garbage dump 150 feet + at the deepest unstable ground & liability. Millions had to be spent to cover it with a membrane & a conduit system for the methane. Toxic liquid was leaking in Puget Sound. The methane gas was collecting in the basement east of the freeway, one blew up.



Rene Lambion
PO Box 714
Milton, WA 98354

5316th & Military

This is the second best site with closeness to the transit center without the traffic not being affected too much

5336 St & I5 5344 St & I5

I think these 2 would be terrible on the traffic, that area is a major hub, with accesses to Auburn, all of Federal Way, Dash point, Browns point, East Tacoma, the Tide Flats of Tacoma, Milton, Edgewood Puyallup, Highway 99, I5 & I18. Those 2 sites are placed by the end of Hwy 18 and a major junction with I5

SOUND SERVICES
121 S.W. 192ND
SEATTLE, WA 98166
(206) 246-0634

3/7/19

DEAR SIRS,

PLEASE MAKE USE OF
THE LANDFILL/99 OR 344 & I-5 SITES
FOR ONE SITE.

Thank you

A stylized handwritten signature, possibly reading "D. [unclear]", written in black ink.



March 20, 2019

To Whom it May Concern:

Our business is located at 24816 Pacific Hwy South; Kent, Wa 98032

This is our only location of business and this is our only source of income for my family, and my employees.

Building your Maintenance Facility at this location would create a hardship for our business and employees.

You plan to have 1,000 employees working at this facility which will create alot of traffic area in this particular spot along Pacific Hwy South - the impact this would have would not be positive for any of us.

Please find another location to find suitable to house your Maintenance Facility.

Thank You,

Salman Malik, Owner of U.S. Towing



WASHINGTON RETAIL
ASSOCIATION



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Lowell Gordon
The Creative Office

Vice Chair
J.R. Burke
Target

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JC Penney

Chair, Retail Services
Charlie Extime
Northwest Tire Dealers Association & Industrial Tire Inc.

Chair, Government Affairs
Opio Dupree
Macys

President / CEO
Renée Sunde
Washington Retail Association

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Deborah Herron
Walmart

Kevin Johnston
Capital Mall

Jennifer Kurrie
Walgreens

Dan Lopez
Best Buy

Ben Pearlman
Lowe's

Amy Rhodes
7-Eleven Inc

March 27, 2019

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

RE: Operations & Maintenance Facility South King County

Dear Sound Transit Board Members,

On behalf of the Washington Retail Association and its members we are writing to strongly support the removal of the Midway Shopping Center from the list for future Operations & Maintenance Facility sites in South King County.

The condemnation of private property and the displacement of economic activity should not be taken lightly and should be avoided if possible. Therefore, we request the existing Lowe's property and Midway Shopping Center which includes the recently opened Dick's Drive-In, be removed as a potential site for consideration.

We believe the potential impacts of selecting the Midway Shopping Center area would be very dire to the long-term growth and revitalization of this community. Forcing the closure of business establishments will displace workers, drive away jobs, and make it more difficult for consumers to get the goods and services they need locally.

Since 1946, Lowe's Companies Inc, has continued to serve communities throughout the State of Washington and around the nation. Lowe's is a values-based company with a purpose to help people love where they live. On behalf of Lowe's and the thousands of customers served by the retail industry throughout the community, we ask that you please remove this site from further consideration.

Thank you,

Renée Sunde
President & CEO
Washington Retail Association