

12/16/2021 Board Meeting Written Public Comment Submissions

Submissions

Federal Way Council President Susan Honda	2
Harold G.	2
Anna Patrick	3
Jeannie VanVleet	3
Jeanne Burbidge	4
Peggy Burton	5
Federal Way Councilmember Lydia Assefa-Dawson	5
Philip Eng	5
Jared Huyett	6
Peter Barbin	6
Brit Etzold	7
Dave Kingstone	7
Peter Broda	8
Hughes Allen	8
Brian Lawler	9
Paula Baerenwald	10
Richard Gilbert	11
Joyce Hengesbach	12
D. Martin	12
John Niles	13
Ken Broyles	15

Federal Way Council President Susan Honda

Good Afternoon.

Today you will be making a decision that will last a lifetime. You will be deciding what site to select to study for the OMF South. Of the three sites only one is the site that elected officials, business owners and the Public recommend.

That is the Midway Landfill.

At last weeks committee meeting when the members voted to select the Christian Faith Center many if not all Board Members said it was in the publics best interest to select the CFC site. Can you explain that in more detail? How is that in our best interest? The selection of this site impacts an entire City. It removes housing, businesses, a very large church, a school and daycare. It prevents the City of Federal Way from future growth and tax revenue. It will negatively impact those that live just across the two lane street.

So how is this in the best interest of the Public?

If the Midway Landfill were to be selected the Public would be better served. It may cost more, take more time but be a better location than the middle of Federal Way.

As a Council Member for the last ten years I know that it is hard to make decisions that will have a lasting impact on those we serve. Please don't forget the letters, emails, and voices you have heard about where the OMF South should be built. If the Midway Landfill was truly never an option please say so. And if the Public is to be listened to and respected please do not select either of the Federal Way sites. You had over 30 potential sites to chose. One of those will be better than either of the sites in Federal Way.

Thank you,

Susan Honda

Susan Honda
Council President
City of Federal Way
Susan.Honda@cityoffederalway.com

Harold G.

I am a long-time resident of Federal Way. I strongly oppose the S. 336th St. location for the maintenance center. We don't want something that loud in our city. Plus, it will really increase traffic. The Midway Landfill is a much better location. Please take comments from Federal Way residents into account and change your plans.

Harold G.

Anna Patrick

Please choose the landfill for the OMF and remediate that site while preventing displacement of homes and businesses in Federal Way. I have viewed your summary of project burdens and benefits in your equity analysis and the choice is obvious to clean up the landfill. Using a formula to justify the lack of impact on the lives of people in Federal Way is simply insulting. It is just as insulting as the elephant on a dead tree stump as proposed art to represent our city that once had a thriving timber industry. Weyerhaeuser has been a good steward of the land in our city, and it is heartbreaking to see plans to destroy this legacy. Please put every possible effort to leave no stone unturned in the search for funding for the cleanup of the landfill site and utilize this for the OMF. While Bellevue is getting about 500 million invested into their transit-oriented development, it would cost about \$500 million more for the OMF to be built on the landfill. The priorities of Sound Transit are clear, and this is simply unacceptable. I challenge Sound Transit to do an equity study on this!

Choosing the right thing costs more money and takes more time. It's my understanding that we're already putting this operation and maintenance facility on hold. So, this gives us time to find federal grants for the super PAC site. Choosing this site is a win-win for Kent and Federal Way. Seattle and King County have a history of dumping the burdens that they don't want into South King County. Over the years, King County has tried to put a large drug rehab facility, a facility for repeat sex offenders and a greater number of needle van deliveries leading to a larger number of drug addicts into South King County. Federal Way is bearing a huge burden of the justice reform decisions.

Stop creating jobs and housing in our city that deplete our tax base and stop dumping on Federal Way so we can bring in jobs and housing that supports a thriving city for all who live here. Getting 470 high-skilled living wage jobs in Federal Way for a facility that brings in no tax revenue to our city does not fulfill the goal of bringing in revenue to run our city to serve those who would be coming here. King County policies have brought more crime and greater burden to our city, and we desperately need to turn this around so that we can attract jobs that bring revenue. Otherwise, this is simply a self-serving goal for King County to bring in the jobs according to the Growth Management Act while justifying flooding our community with more tax-depleting LIHTC housing.

With the recent reckonings regarding inequities, Sound Transit board should do the right thing and choose to clean up the messes created years ago in South King County and do right for the communities here. The alternative of taking away businesses and homes and livelihoods from a community that has continued over the years to get the short end of the stick, would simply be perpetuating the problems that our society is trying to address today to make for a better world.

Jeannie VanVleet

"Please choose the landfill for the OMF and remediate that site while preventing displacement of homes and businesses in Federal Way. This kills 2 birds with one stone. The landfill site currently emits toxic gases into the air. Our environment is too important to ignore this huge mess.. After viewing your summary of project burdens and benefits in your equity analysis and the choice is obvious to clean up the landfill. Using a formula to justify the lack of impact on the lives of people in Federal Way.

Weyerhaeuser has been a good steward of the land in our city, and it is heartbreaking to see plans to destroy this legacy. Please put every possible effort in the search for funding for the cleanup of the landfill site and utilize this for the OMF. After all, the environment should be top priority.

Now that the operation and maintenance facility is on hold, this should give time to find federal grants for the super PAC site.

Choosing this site is a win-win for Kent and Federal Way. Seattle and King County have a history of dumping the burdens that they don't want into South King County. Over the years, King County has tried to put a large drug rehab facility, a facility for repeat sex offenders and a greater number of needle van deliveries leading to a larger number of drug addicts into South King County. Federal Way is bearing a huge burden of the justice reform decisions.

Getting a few high-skilled living wage jobs in Federal Way for a facility that brings in no tax revenue to an already overburdened city with too many tax free housing.. King County policies have brought more crime and greater burden to our city, and we desperately need to turn this around so that we can attract jobs that bring revenue. Otherwise, this is simply a self-serving goal for King County to bring in the jobs according to the Growth Management Act while justifying flooding our community with more tax-depleting LIHTC housing.

With the recent reckonings regarding inequities, the Sound Transit board choose to clean up the messes created years ago in South King County and do right for the communities and environment here.

Jeannie VanVleet

[Jeanne Burbidge](#)

We respectfully urge your identification of the Midway Landfill site as the preferred alternative for the Sound Transit Operations and Maintenance Facility South.

The Midway Landfill site offers sufficient land for the required 60-70 acres needed for this facility. The Midway Landfill site would be a win for the natural environment, with no stream impacts, no wetlands impacts, and the least forest impacts. Both Federal Way alternative sites would damage the natural environment, with significant negative impacts to the Hylebos watershed system including streams, wetlands and fish and bird habitat.

The Midway Landfill site provides the best use of funding with the least impact to the built environment—businesses, jobs, housing and the overall economy. Using Super Fund loans and grants available for cleanup of landfills can make it possible to utilize currently *unusable* publicly owned land, resulting in substantial economic benefit for the local and regional community. Both the 336th and 344th alternative sites would *directly* result in loss of large and small businesses, jobs and severely needed affordable housing.

The case is strong and clear for selection of the Midway Landfill site for the Sound Transit Operations and Maintenance Facility South.

Best regards,
Jeanne and Jim Burbidge

Peggy Burton

Please use the Midway Landfill sight. This is the only acceptable use. Federal Way can not afford to lose any tax base whatsoever. Federal Way has got to be the poorest city in King County.

The landfill would be perfect. The methane has been burning off for years now. Look what has been done to create Ruston Way.

PLEASE USE THE LANDFILL SIGHT.

thanks,
Peggy Burton

Federal Way Councilmember Lydia Assefa-Dawson

The Substance of this comment are included in an attachment included at the end of this document.

Please read this message during the Public Comment.
Thank you

Lydia Assefa-Dawson
Council Position 1

Philip Eng

Members of the Sound Transit Board, I am asking you to affirm the unanimous recommendation of the Sound Transit System Expansion Committee and select the S. 336th site in Federal Way as the preferred alternative for the OMF-South Facility at your December 16th board meeting. While the Midway Landfill site would have been ideal, S. 336th is the next best alternative. And most importantly, the S. 344th site is clearly the worst choice for our community. Based on your own Draft EIS report, selecting the S. 344th site would eliminate nearly 250 jobs from our community, displacing Ellenos Yogurt, 3 churches, 20 residences, and numerous other small businesses. Even the Christian Faith Center has weighed in, stating in their DEIS comment letter to Sound Transit and their public comment last week that the S. 344th site is the most impactful site to them, due to their financing and development agreement obligations. I am urging you to follow the recommendation of the System Expansion Committee and ask that you do not select the S. 344th site as the preferred alternative for the OMF-South. Thank you.

Philip Eng
206-650-5570
PhilEng@Ymail.com

Jared Huyett

Members of the Sound Transit Board,

I am asking you to affirm the unanimous recommendation of the Sound Transit System Expansion Committee and select the S. 336th site in Federal Way as the preferred alternative for the OMF-South Facility at your December 16th board meeting.

While the Midway Landfill site would have been ideal, S. 336th is the next best alternative. And most importantly, the S. 344th site is clearly the worst choice for our community. Based on your own Draft EIS report, selecting the S. 344th site would eliminate nearly 250 jobs from our community, displacing Ellenos Yogurt, 3 churches, 20 residences, and numerous other small businesses.

Even the Christian Faith Center has weighed in, stating in their DEIS comment letter to Sound Transit and their public comment last week that the S. 344th site is the most impactful site to them, due to their financing and development agreement obligations.

I am urging you to follow the recommendation of the System Expansion Committee and ask that you do not select the S. 344th site as the preferred alternative for the OMF-South.

Thank you.

Peter Barbin

Members of the Sound Transit Board,

I am asking you to affirm the unanimous recommendation of the Sound Transit System Expansion Committee and select the S. 336th site in Federal Way as the preferred alternative for the OMF-South Facility at your December 16th board meeting.

While the Midway Landfill site would have been ideal, S. 336th is the next best alternative. And most importantly, the S. 344th site is clearly the worst choice for our community. Based on your own Draft EIS report, selecting the S. 344th site would eliminate nearly 250 jobs from our community, displacing Ellenos Yogurt, 3 churches, 20 residences, and numerous other small businesses.

Even the Christian Faith Center has weighed in, stating in their DEIS comment letter to Sound Transit and their public comment last week that the S. 344th site is the most impactful site to them, due to their financing and development agreement obligations.

I am urging you to follow the recommendation of the System Expansion Committee and ask that you do not select the S. 344th site as the preferred alternative for the OMF-South.

Thank you,
Peter Barbin
~ Burien Resident
~ Garage Town Owner / Business MotoSecure Inc.

Brit Etzold

Members of the Sound Transit Board, I am asking you to affirm the unanimous recommendation of the Sound Transit System Expansion Committee and select the S. 336th site in Federal Way as the preferred alternative for the OMF-South Facility at your December 16th board meeting.

While the Midway Landfill site would have been ideal, S. 336th is the next best alternative. And most importantly, the S. 344th site is clearly the worst choice for our community. Based on your own Draft EIS report, selecting the S. 344th site would eliminate nearly 250 jobs from our community, displacing Ellenos Yogurt, 3 churches, 20 residences, and numerous other small businesses.

I am urging you to follow the recommendation of the System Expansion Committee and ask you to please support the S. 336th site as the preferred alternative for the OMF-South. Thank you.

Brit Etzold
GarageTown

Dave Kingstone

Members of the Sound Transit Board,

I am asking you to affirm the unanimous recommendation of the Sound Transit System Expansion Committee and select the S. 336th site in Federal Way as the preferred alternative for the OMF-South Facility at your December 16th board meeting.

While the Midway Landfill site would have been ideal, S. 336th is the next best alternative. And most importantly, the S. 344th site is clearly the worst choice for our community. Based on your own Draft EIS report, selecting the S. 344th site would eliminate nearly 250 jobs from our community, displacing Ellenos Yogurt, 3 churches, 20 residences, and numerous other small businesses.

Even the Christian Faith Center has weighed in, stating in their DEIS comment letter to Sound Transit and their public comment last week that the S. 344th site is the most impactful site to them, due to their financing and development agreement obligations.

I am urging you to follow the recommendation of the System Expansion Committee and ask that you do not select the S. 344th site as the preferred alternative for the OMF-South.

Thank you.

Dave Kingstone,
2010 S. 344th Street
Unit B-22, Federal Way, WA98003

Peter Broda

Members of the Sound Transit Board,

I am asking you to affirm the unanimous recommendation of the Sound Transit System Expansion Committee and select the S. 336th site in Federal Way as the preferred alternative for the OMF-South Facility at your December 16th board meeting.

While the Midway Landfill site would have been ideal, S. 336th is the next best alternative. And most importantly, the S. 344th site is clearly the worst choice for our community. Based on your own Draft EIS report, selecting the S. 344th site would eliminate nearly 250 jobs from our community, displacing Ellenos Yogurt, 3 churches, 20 residences, and numerous other small businesses.

Even the Christian Faith Center has weighed in, stating in their DEIS comment letter to Sound Transit and their public comment last week that the S. 344th site is the most impactful site to them, due to their financing and development agreement obligations.

I am urging you to follow the recommendation of the System Expansion Committee and ask that you do not select the S. 344th site as the preferred alternative for the OMF-South.

Thank you.

Peter Broda
Garage Town unit A7 owner

Hughes Allen

Members of the Sound Transit Board,

I am asking you to affirm the unanimous recommendation of the Sound Transit System Expansion Committee and select the S. 336th site in Federal Way as the preferred alternative for

the OMF-South Facility at your December 16th board meeting.

While the Midway Landfill site would have been ideal, S. 336th is the next best alternative. And most importantly, the S. 344th site is clearly the worst choice for our community. Based on your own Draft EIS report, selecting the S. 344th site would eliminate nearly 250 jobs from our community, displacing Ellenos Yogurt, 3 churches, 20 residences, and numerous other small businesses.

Even the Christian Faith Center has weighed in, stating in their DEIS comment letter to Sound Transit and their public comment last week that the S. 344th site is the most impactful site to them, due to their financing and development agreement obligations.

I am urging you to follow the recommendation of the System Expansion Committee and ask that you do not select the S. 344th site as the preferred alternative for the OMF-South.

Thank you.

Brian Lawler

Dear Board Members.

My client Christian Faith Center (CFC) wholly supports the System Expansion Committee's recommendation of the South 336th Alternative (over the South 344th Alternative) as the Preferred Alternative for the completion of EIS process, assuming the Board does not select the Midway Landfill Alternative. The South 336th Alternative takes the entire CFC Site allowing a "clean exit" and an opportunity to establish a new campus elsewhere. The 344th Alternative takes a portion of the CFC Property, leaving an impaired campus which would become a non-conforming use under Federal Way codes and in violation of the 2005 Master Plan and Development Agreement for the campus.

Thank you for your consideration of these comments.

Brian

Brian E. Lawler
Of Counsel
Jameson Pepple Cantu PLLC
801 Second Avenue, Suite 700
Seattle, WA 98104

Paula Baerenwald

Hello,

My name is Paula Baerenwald. I am a 23-year resident of Federal Way. I am strongly opposed to the OMF facility being built anywhere in Federal Way. Building the OMF on any of the Federal Way sites would be extremely disruptive to businesses that have decided to call Federal Way home. Cities in South West King County have the lowest socioeconomic status in King County. In order to lift South West King County up, and create economic diversity, we need to boost existing economic development and encourage more not destroy it. Destroying businesses for the OMF will cause them to leave South West King County and will be counter-productive to our goal of economic improvements. Destroying businesses in South West King County will disproportionately impact the lowest-wage earners, earners who live and work in Federal Way, many of whom are people of color. To mitigate the economic impact to the lowest wage earners, Sound Transit needs to find a site with the least economic impact on the community.

The Superfund site was an option although likely a mere distraction for King County which seems determined to destroy Federal Way. The Superfund site is off the table it seems because of the cost. Was it really a choice to begin with? While I have heard that the Superfund site would be more expensive to build on, it will have the least impact on existing Federal Way businesses and therefore on Federal Way's economic base. The Superfund site is the most useful for the OMF and construction on Superfund sites for the greater good of a community is not a novel concept. One of the most successful Superfund Re-purposing projects has been the Ruston Waterfront project in Tacoma as an example. Re-purposing one of the Midway Landfills, which are capped Superfund sites, is not new in WA state as there are many such projects where community improvements have been built upon capped sites.

Since the Superfund site's cost made it only a decoy rather than a viable option, there never was a true third site. For this reason, Sound Transit needs to go back to the drawing board and consider a truly viable and available third site. Currently, the 60 acres being proposed for the church site and surrounding areas, will destroy the protected wetlands, the Hylebos watershed, the aquifer, and endangered salmon. Again, following past practices, you are industrializing the poorest area of King County which has a disproportionate impact on those who have been historically and currently marginalized, people of color. If Sound Transit, and King and Pierce Counties with their lack of advocacy, continues with this proposal you, they will all be complicit in perpetuating disproportionate impact on people of color and the industrialization of poor areas. Sound Transit needs to consider a viable third option in Fife which already has areas zoned for heavy industrial. You can do it. Preserve the businesses of South West King County, of Federal Way. Preserve the potential for improved economic development. Show South West King County, its businesses, its employees and residents that they are an important part of the future of the Puget Sound with your thoughtful action on this request.

Regards,
Paula Baerenwald

Richard Gilbert

I understand there is a great need for public transportation. We in Federal Way doing our part by facilitating the build out in our downtown core as well as the Costco transfer station. However, to put this massive development of heavy industrial equipment on the sensitive area that has already waste mitigation is excessive and will come with considerable consequences to traffic functions and environmental impacts.

The city of Federal Way will receive no tax monies from this project, and in fact the city will be responsible for infrastructure maintenance needs at all three locations. This is an enormous burden to place on a city that has and is suffering greatly from high crime and a drug epidemic along with the Covid situation.

Sound Transit was less than transparent as it told the citizens the site for the OMF would require 23 acres. There was no disclosure regarding the additional tracks required to lead trains to the maintenance facility, new office buildings, or new parking lots. The initial 23-acre ask has doubled to over 60 acres. The public and council were misled.

The Midway landfill site was presented as an option but appears to have been intended only as a distraction, as Sound Transit knew full well that they had no intentions of utilizing the Super Fund clean up site at Midway. It was dangled and discussed, luring most into a false sense of security in the hopes of Midway's being selected.

Impacts to the environment of choosing the S 336th sit will be devastating. The Hylebos watershed plan was created to be thoughtful of our natural resources and to promote responsible development. This document was approved by the Supreme Court and is required by the planning process as it relates to the Campus. This is an aquifer recharge area, and removing trees soils and vegetation will result in flooding and erosion into the creek. It is paramount that we protect the upper branches of the Hylebos in order for healthy salmon habitat downstream.

The stream is known as tributary 0014C. It is a natural seep that originates from Belmor Park. These are considered headwaters.

Note that putting the OMF here will cost 217 jobs as opposed to the other locations that would affect 40 jobs. Residents and businesses that are considered historic and that have existed here for over 50 years will be devastated by the choice of the current "preferred" location. Sound Transit will single-handedly wipe out generations of hard work, pride, memories, and experiences. This place and these people matter!!

Other sites need to be reconsidered, such as the Fife area, which was on the list of sites in 2015. This area is already zoned for heavy industrial equipment. Certainly the campus, a rare and unique space, iconic and historic, is not the place to build the Sound Transit facility.

The land runs with a Concomitant Agreement that stipulates limited uses as well as an environmental protections. Supreme court ruled that the Hylebos Watershed plan and all developments be considered cumulative. The CFC is a part of the Campus property. Sound transit must consider the proposed development of IRG, Lloyds landfill, Pape Kenworth along with the OMF. The cumulative traffic impacts from these developments are over 3000 daily semi truck trips and a minimum of 4000 vehicle daily trips on our two lane roads. There is no commitment from city to improve our infrastructure, nor

commitment from Sound Transit to do any traffic mitigation. These impacts will be felt by all citizens not just those in the southside. How will we get to our jobs school and appointments when we are already faced with capacity failure of main thoroughfares such as Highway 18 & 320th St.?

Citizens have fought diligently to preserve the natural features and characteristics of the Weyerhaeuser Campus for six years. We the citizens and our supporters across the globe will not sit back and watch our efforts be in vain. We have a right to high quality of life, clean drinking water, open spaces, etc., according to our growth management policy.

While transportation accommodation is documented in our comprehensive plan, a 60 acre industrial site that will operate 24 seven 365 days a year is not.

We desire for Sound Transit to remove the CFC and gasoline alley sites from their plans due to the unbelievably large amounts impacts it will bring to our city and its environment.

We implore Sound Transit to revisit other mentioned sites and be diligent in their search for a truly appropriate location for the OMF. Any degradation of the Hylebos will have a negative affects on the city and the watershed as a whole. Salmon are a priority. Protections must be upheld for this sensitive area. Citizens and council need to be heard, and new solutions must be developed. To date, this process has not been transparent. It is far from fair to our city and the region to impose such a burden on our infrastructure and environment.

Respectfully,
Richard Gilbert
Former Weyerhaeuser Federal Way employee and Federal Way homeowner

Joyce Hengesbach

The substance of this comment is included in letters included at the end of this document.

Please submit our commentary for today's meeting (attachment labeled 12/16/21) In addition we request that you include the past two commentaries referenced in today's statement.

Thanks and happy holidays, Joyce

D. Martin

The substance of this comment is included in letters included at the end of this document.

Hello Board Members,
So many elements are missing from your sustainability reporting, that I felt I had to write. Please see the attached document. Basically, after reading your 2020 sustainability report, and listening to CEO Rogoff and your sustainability team's reports at Sound Transit board meetings, it seems that "sustainable" means "mitigating environmental and social damage done by Sound Transit."

I look forward to your comments.

D. Martin, Seattle

John Niles

The document referred to in this comment is included at the end of this document.

Greetings Sound Transit Board: [Board Administrator, please acknowledge receipt and intent to distribute to Board members.]

The occasion of the Sound Transit Board vote on the agency's 2022 budget today [Board Agenda item 7.C] is an appropriate moment to point out the environmental and fiscal excess of the weekday Sounder North Service between downtown Seattle and Everett. As you may recall, I commented on the problems that this train service exhibits at a November 4th public hearing, and said I would be following up on behalf of Smarter Transit, <http://smartertransit.org>.

Summary of my comment document about Sounder North: Burns diesel, spews GHG day and overnight, costs lots of money, carried few passengers pre-pandemic, ridership worse now with poor outlook post-pandemic, duplicates existing parallel bus service. And there's more in the attachment ...

Attached is a draft motion for the Board to consider on the status of that service. Sounder North is a loser on all points. Snohomish County could be better served with an alternative deployment of resources.

As a supplement to the attachment, below are photos I took during my field visit to ride the inbound and outbound trains on November 18th.

Morning, Everett to Seattle:



Evening, Seattle to Everett:



I have also stopped by Everett late at night to see if the trains were consuming energy while waiting overnight for the morning run. A person working there said the lights were always on all night.



Thanks and best regards,
John

--

John Niles

Ken Broyles

Sound Transit Board Members,

I just want to say please do not chose the 344th site. There are so many jobs that will be lost from all the businesses within our site. There are also a lot of residents that have been here for many years. The 344th site brings in a lot of tax paying dollars for the city of Federal Way. If you haven't had a chance to try some Elleno's yogurt your missing out. The Elleno's yogurt facility is in site 344th too & would be a huge lost for them & the community. Site 344th is the only industrial site that Federal Way has. Please pick one of the other sites.

The 336th site said last week at the Zoom meeting that the worst choice would be the 344th site because it takes a lot of the land away from them.

Best Regards, Ken Broyles