

Link Light Rail Operations and Maintenance Satellite Facility

Final Environmental Impact Statement

DRAFT EIS COMMENTS AND RESPONSES

Appendix I



Appendix I

Comments and Responses

Introduction

Copies of all comment letters received from public agencies, local jurisdictions, and the community are provided on the following pages. Each comment letter was assigned a number (see Table I-1); specific comments within each letter are identified by number.

The comment letters are divided into the following categories for ease of sorting:

- Agencies
- Tribes
- Businesses
- Organizations
- Individuals (including individual comment letters, post cards, and remarks from commenters who spoke at the public hearings)

Table I-1. Draft EIS Commenters in Alphabetical Order by Last Name

Commenter	Date Received	Comment Letter Number
Federal Agencies		
U.S. Department of the Interior	6/19/2014	F1
U.S. Environmental Protection Agency	6/20/2014	F2
Local Agencies		
City of Bellevue, Planning and Community Development	6/5/2014	L1
City of Bellevue, Planning and Community Development	6/23/2014	L2
City of Bellevue, Council	6/23/2014	L3
City of Bellevue Fire Department	5/27/2014	L4
City of Lynnwood	6/17/2014	L5
City of Lynnwood, Historical Commission	6/23/2014	L6
Edmonds School District	6/18/2014	L7
King County Department of Natural Resources and Parks	6/20/2014	L8
Metropolitan King County Council	6/20/2014	L9
Tribes		
Muckleshoot Tribe	6/23/2014	T1
Businesses		
Acura of Bellevue	6/23/2014	B1
Adrenaline Watersports	5/28/2014	B2
Barrier Audi	6/23/2014	B3
Bellevue Brewing Company	6/21/2015	B4
Boeing Employees Credit Union	6/20/2014	B5
BMW of Bellevue	6/23/2014	B6
Eastside Staple and Nail, Inc.	5/21/2014	B7
Ferguson Enterprises	5/27/2014	B8
Fireside Hearth & Home	6/20/2014	B9
Geoline, Inc.	5/21/2014	B10
Harsch Investment Properties	5/9/2014	B11
JC Auto Restoration	6/22/2014	B12
Kiki Sushi	6/4/2014	B13
Law Offices of James R. Walsh	6/11/2014	B14
LifeSpring (provided four individual letters/emails)	5/21/2014–6/19/2014	B15
Mayes Testing Engineers, Inc.	6/20/2014	B16
MJR Development	6/22/2014	B17
MOSAIC Children's Therapy Clinic	Various	B18

Commenter	Date Received	Comment Letter Number
MRM Capital	6/3/2014	B19
Pine Forest Development	6/18/2014	B20
Realty Executives	5/19/2014	B21
Rockwell Institute	5/19/2014	B22
Vidible, Inc.	6/10/2014	B23
Organizations		
Bellevue Downtown Association	6/23/2014	01
Bellmeade Association	5/31/2014	02
Cedar Valley Grange		03
Eastside Rail Corridor Regional Advisory Council	6/20/2014	04
NAIOP Commercial Real Estate Development Association	6/23/2014	05
Quality Growth Alliance	6/12/2014	06
Save Scriber Creek Park and Wetlands Group	6/23/2014	07
Snohomish County Public Utility District No. 1	6/20/2014	08
Winchester Estates Homeowners Association	6/23/2014	09
Bridle Trails Community Club	6/2/2014	010
Individuals		
Devv Anderson	6/23/2014	11
Devv Anderson	6/23/2014	12
Devv Anderson	6/21/2014	13
Karen Anderson	6/21/2014	14
Laurel Anderson	6/23/2014	15
Rachel Anderson	6/23/2014	16
Christina Aron-Syzcz	6/23/2014	17
Kelly Bach	6/23/2014	18
Tom Bean	6/20/2014	19
Josh Benaloh	6/19/2014	110
Heidi Benz-Merritt	6/18/2014	111
J.A. Binder	6/23/2014	112
J.A. Binder	6/23/2014	113
Mollie Binder	6/23/2014	114
Ron Bromwell	6/16/2014	115
Jeff and Lynn Brown	5/14/2014	116
Anna Budai	6/23/2014	117
Emily Christensen	6/3/2014	118

Commenter	Date Received	Comment Letter Number
Seon Chun	6/4/2014	119
Charles Comfort	5/15/2014	120
Linden Clausen	6/10/2014	121
Ayele Dagne	6/2/2014	122
David J.	6/18/2014	123
Reiner Decher	5/20/2014	124
Michelle Deerkop	6/23/2014	125
Patti and Don Dill	6/14/2014	126
Beverly Dillon	6/23/2014	127
Debbie Dimmer	5/21/2014	128
Glenda and Paul Donlan	5/14/2014	129
Elna Duffield	6/3/2014	130
Millie English	6/23/2014	131
Jeff Finn	6/23/2014	132
Warren B. Funnel	6/22/2014	133
Brett Gibbs	5/12/2014	134
Kirby Gilbert	6/16/2014	135
Eric Goodman	6/20/2014	136
Richard Gorman	6/23/2014	137
Krista and Eric Hammer	6/11/2014	138
Paul Hartley	6/11/2014	139
Marian Hayes	6/10/2014	140
Stuart Heath	6/15/2014	141
Lisa Heilbron	6/16/2014	142
Kathleen Heiner	6/18/2014	143
Randel Herd	5/17/2014	144
Jenny Hill	6/23/2014	145
Amy Holan and Dan Conti	6/22/2014	146
Laura Hurdelbrink	6/5/2014	147
George and Pam Hurst	6/21/2014	148
Nancy Jacobs	6/23/2014	149
Patricia Janes	6/20/2014	150
Dave Johnson	6/8/2014	151
Pamela Johnston	6/18/2014	152
Heather Jones	6/11/2014	153
Scott Kaseberg	6/22/2014	154
Dori Kelleran	6/12/2014	155
Karen Kinman	6/23/2014	156
Will Knedlik	5/12/2014	157

Commenter	Date Received	Comment Letter Number
Edward Kudera	6/22/2014	158
Margaret Kuklinski	6/13/2014	159
Christin Kulinski	6/7/2014	160
Greg Kulseth	5/13/2014	161
Janet Kusakabe	5/12/2014	162
Randy Kwong	6/11/2014	163
Barbara LaFayette	6/12/2014	164
Charles Landau	5/19/2014	165
Laura Landau	6/16/2014	166
Ilona Larson	6/21/2014	167
Katie Lee	6/23/2014	168
Luanne Lemmer	6/13/2014	169
Janet Levinger	6/12/2014	170
Bill Lider	6/4/2014	171
William M. Lider	6/3/2014	172
Michael Link	6/19/2014	173
Margaret Maker	6/13/2014	174
Bobbie Maletta	6/12/2014	175
Frances Mandarano	6/12/2014	176
Janet Mandarano	6/14/2014	177
Christine Mantell	6/23/2014	178
Doug Mathews	6/18/2014	179
Denise McElhinney	6/23/2014	180
Paul McKee	6/22/2014	181
Alannah McKeenan	6/12/2014	182
Lorrie Meyer	6/12/2014	183
Melinda Miller	5/20/2014	184
Tricia Monaghan	6/23/2014	185
Mary Monaghan	6/20/2014	186
Eunice Nammacher	5/20/2014	187
Eunice Nammacher	6/10/2014	188
Janet Nicholas	6/13/2014	189
John Platt	6/8/2014	190
David Plummer	5/26/2014	191
David Plummer	6/5/2014	192
Mary Poole	6/12/2014	193
Will Poole	6/12/2014	194
Jack Price	6/6/2014	195
Jane Ramsay	6/8/2014	196

Commenter	Date Received	Comment Letter Number
Laurel Rand	6/23/2014	I97
Laurel Rand	5/20/2014	I98
Richard Rand	6/15/2014	I99
Richard Rand	6/20/2014	I100
Richard Rand	6/20/2014	I101
Robert Rapp	5/17/2014	I102
Sheila Reynolds	6/23/2014	I103
Helen Ross	6/10/2014	I104
Irina Rutherford	5/18/2014	I105
Derek Saun	5/27/2014	I106
John W. Shannon	5/12/2014	I107
Pat Sheffels	5/21/2014	I108
Uzma Siddiqi	5/14/2014	I109
Elaine Smith	6/23/2014	I110
Phyllis Smith	6/21/2014	I111
Priti Soni	6/2/2014	I112
Rene Spatz	6/9/2014	I113
Janelle Steinberg	6/18/2014	I114
Patti Straumann	6/13/2014	I115
Penny and Rob Sullivan	6/22/2014	I116
Richard Szeliski	6/11/2014	I117
Carl Tacker	6/18/2014	I118
Michael Tan	6/18/2014	I119
Jaime Teevan	6/19/2014	I120
Emily Turner	6/2/2014	I121
Russell Underhill	6/23/2014	I122
John Utz	6/10/2014	I123
Linda Visser	6/17/2014	I124
Carol Walker	6/23/2014	I125
James Walsh	6/19/2014	I126
Pamela and Scott Watson, Joyce and Jim Ganley	6/23/2014	I127
Mark Whitaker	5/24/2014	I128
Roger White	6/23/2014	I129
Linda Willemarck	6/12/2014	I130
Patrick Wilson and Kim Hyo	6/5/2014	I131
Individuals - Form Email		
Afzal, Robert	5/30/2014	I132
Afzal, Ryan	5/30/2014	I132

Commenter	Date Received	Comment Letter Number
Ahern, Michael	5/30/2014	I132
Aigner, Rob	5/30/2014	I132
Almoslino, Laurie	5/30/2014	I132
Altenburg, Hillary	5/30/2014	I132
Andonian, Brad	5/30/2014	I132
Angelo, Cindy	5/30/2014	I132
Angelo, Cindy	5/30/2014	I132
Angerer, Christine	5/30/2014	I132
Arbey, Kelli	5/30/2014	I132
Arbey, Olivier	5/30/2014	I132
Arend, Marie-Renee	5/30/2014	I132
Arend, Marie-Renee	5/30/2014	I132
Aron-Sucz, Christina	5/30/2014	I132
Badenna, Melissa	5/30/2014	I132
Badshah, Akhtar	5/30/2014	I132
Badshah, Alka	5/30/2014	I132
Barrera, Deann	5/30/2014	I132
Bauer, Jaymi	5/30/2014	I132
Bayley, Jaquie	5/30/2014	I132
Bean, Steve	5/30/2014	I132
Bear, Christy	5/30/2014	I132
Beauchamp, Kristina	5/30/2014	I132
Bedrosian, Brenda	5/30/2014	I132
Bell, Ken	5/30/2014	I132
Bennet, Todd	5/30/2014	I132
Berdinka, Carol	5/30/2014	I132
Berdinka, Ryan	5/30/2014	I132
Berry, Jordan	5/30/2014	I132
Bettilyon, Megan	5/30/2014	I132
Bick, Nancy	5/30/2014	I132
Bigelow, Cathy	5/30/2014	I132
Bigelow, Jason	5/30/2014	I132
Binder, James	5/30/2014	I132
Binder, Mollie	5/30/2014	I132
Bittunu, Rosalie	5/30/2014	I132
Blake, Vanessa	5/30/2014	I132
Blank, Sydney	5/30/2014	I132
Bliven, Hunter	5/30/2014	I132
Bodas, Samir	5/30/2014	I132

Commenter	Date Received	Comment Letter Number
Boden, Christine	5/30/2014	I132
Bold, Shawna	5/30/2014	I132
Bottini, Ken	5/30/2014	I132
Bouchand, Blaise	5/30/2014	I132
Boucher, Michael	5/30/2014	I132
Boulton, Alex	5/30/2014	I132
Bowden, Brianna	5/30/2014	I132
Braun, Julia	5/30/2014	I132
Braun, Julia	5/30/2014	I132
Brekke, John	5/30/2014	I132
Brondello, John	5/30/2014	I132
Brooks, Brian	5/30/2014	I132
Brown, Jeff	5/30/2014	I132
Burns, Jason	5/30/2014	I132
Bryan, Jennifer	5/30/2014	I132
Buhlmann, Glen	5/30/2014	I132
Bundren, Marianne	5/30/2014	I132
Burdette, Jay	5/30/2014	I132
Burdette, Jill	5/30/2014	I132
Burdette, Jill	5/30/2014	I132
Burks, Ramona	5/30/2014	I132
Byrd, Lauri	5/30/2014	I132
Cali, Meghan	5/30/2014	I132
Camerer, Cassie	5/30/2014	I132
Camerer, Cassie	5/30/2014	I132
Carlson, Jeanne	5/30/2014	I132
Carlson, Kyla	5/30/2014	I132
Carter, Susan	5/30/2014	I132
Chambers, Michael	5/30/2014	I132
Chen, Tina	5/30/2014	I132
Chen, Tina	5/30/2014	I132
Chris, Kidwell	5/30/2014	I132
Chun, Lynn	5/30/2014	I132
Chung, Nhimy	5/30/2014	I132
Ciliberti, Molly	5/30/2014	I132
Cole, Alison	5/30/2014	I132
Conti, Daniel	5/30/2014	I132
Cook, Agnes	5/30/2014	I132
Cooper, Brian	5/30/2014	I132

Commenter	Date Received	Comment Letter Number
Coppola, Anthony	5/30/2014	I132
Corbitt, Michael	5/30/2014	I132
Cox, Laura	5/30/2014	I132
Coy, Anna	5/30/2014	I132
Cranswick, Ty	5/30/2014	I132
Crewe, Karen	5/30/2014	I132
Cudworth, Kelly	5/30/2014	I132
Cunningham, Doug	5/30/2014	I132
Dagne, Ayele	5/30/2014	I132
Daiv, Gina	5/30/2014	I132
Daly, Robin	5/30/2014	I132
Dang, Tammy	5/30/2014	I132
Dang, Chau	5/30/2014	I132
Dang, Cindy	5/30/2014	I132
Dang, Lam	5/30/2014	I132
Dang, Minh	5/30/2014	I132
Dang, Tran	5/30/2014	I132
Daroczy, Eugen	5/30/2014	I132
Daroczy, Eugen	5/30/2014	I132
Davey, Katherine	5/30/2014	I132
Davis, Anita	5/30/2014	I132
Davis, Shawn	5/30/2014	I132
Dawley, Karl	5/30/2014	I132
Debruler, J.	5/30/2014	I132
Dellinger, Melinda	5/30/2014	I132
Delph, Taylor	5/30/2014	I132
Derrington, Paula	5/30/2014	I132
DeVoe, Shawn	5/30/2014	I132
Dickerson, Craig	5/30/2014	I132
Dimmer, Debbie	5/30/2014	I132
Dimmer, Steven	5/30/2014	I132
Dix, Dawn	5/30/2014	I132
Dixey, Judy	5/30/2014	I132
Do, Amy	5/30/2014	I132
Do, Moon	5/30/2014	I132
Dodd, Dezarae	5/30/2014	I132
Dudunakis, Kenny	5/30/2014	I132
Dudunakis, Kristina	5/30/2014	I132
Duffield, Andrea	5/30/2014	I132

Commenter	Date Received	Comment Letter Number
Dunlap, Stacy	5/30/2014	I132
Dunlap, Todd	5/30/2014	I132
Dunn, James	5/30/2014	I132
Duryea, Natalie	5/30/2014	I132
Dye, Marika	5/30/2014	I132
Edwards, Duane	5/30/2014	I132
Ekhoff, Lucy	5/30/2014	I132
Ekhoff, Luke	5/30/2014	I132
Fender, Fran	5/30/2014	I132
Fessenden, Heather	5/30/2014	I132
Finger, Shawn	5/30/2014	I132
Finley, Nancy	5/30/2014	I132
Fischer, Jennifer	5/30/2014	I132
Fisher, Richard	5/30/2014	I132
Fisher, Richard	5/30/2014	I132
Fitzgerald, Greg	5/30/2014	I132
Fitzgerald, Mary	5/30/2014	I132
Friedman, Rob	5/30/2014	I132
Frost, Kim	5/30/2014	I132
Frost, Kim	5/30/2014	I132
Fulmer, David	5/30/2014	I132
Fulmer, Karen	5/30/2014	I132
Garwood, Wanda	5/30/2014	I132
Geisler, Andrea	5/30/2014	I132
Gher, Donald	5/30/2014	I132
Goldberg, Arin	5/30/2014	I132
Goodling, Lindy	5/30/2014	I132
Goodman, Andrew	5/30/2014	I132
Goodman, Erica	5/30/2014	I132
Goodman, Joshua	5/30/2014	I132
Goodman, Joshua	5/30/2014	I132
Goodman, Reica	5/30/2014	I132
Goss, Brenda	5/30/2014	I132
Grady, Lora	5/30/2014	I132
Graham, Monica	5/30/2014	I132
Grannum, Celeste	5/30/2014	I132
Griebel, Ontie	5/30/2014	I132
Guttigoli, Sheetal	5/30/2014	I132
Guttigoli, Sheetal	5/30/2014	I132

Commenter	Date Received	Comment Letter Number
Hackett, Qinjia	5/30/2014	I132
Hambrick, Joanna	5/30/2014	I132
Hamlin, John	5/30/2014	I132
Hamlin, Rebecca	5/30/2014	I132
Hammer, Krista	5/30/2014	I132
Hansen, Norman	5/30/2014	I132
Hara, Mitsuaki	5/30/2014	I132
Harshman, Mike	5/30/2014	I132
Hayden, Theresa	5/30/2014	I132
Hayes, Marian	5/30/2014	I132
Hinckley, Scott	5/30/2014	I132
Hite, Ken	5/30/2014	I132
Hodge, Al	5/30/2014	I132
Hord, Sue	5/30/2014	I132
Horvath, Valerie	5/30/2014	I132
Hotchkies, Blair	5/30/2014	I132
Hsu, Chungsu	5/30/2014	I132
Hutson, Keith	5/30/2014	I132
Hyland, Melissa	5/30/2014	I132
Ichioka, Miyuki	5/30/2014	I132
Imhoff, Ron	5/30/2014	I132
Iyer, Krishnan	5/30/2014	I132
Jacobson, Eric	5/30/2014	I132
Jacobson, Gordon	5/30/2014	I132
Jacobson, Julie	5/30/2014	I132
Jacobson, Sandra	5/30/2014	I132
Jarvis, Bill	5/30/2014	I132
Jason, Black	5/30/2014	I132
Jeong, Emi	5/30/2014	I132
Johnson, David	5/30/2014	I132
Johnston, Bryan	5/30/2014	I132
Jones, Heather	5/30/2014	I132
Jones, Kristin	5/30/2014	I132
Jordan, Jeni	5/30/2014	I132
Jordan, Samantha	5/30/2014	I132
Kataoka, Aki	5/30/2014	I132
Keasey, Eleanor	5/30/2014	I132
Keasey, Robert	5/30/2014	I132
Keck, Ian	5/30/2014	I132

Commenter	Date Received	Comment Letter Number
Kell, A.J.	5/30/2014	I132
Kelleran, Brett	5/30/2014	I132
Kelleran, Brett	5/30/2014	I132
Kelleran, Dori	5/30/2014	I132
Kelley, Frank	5/30/2014	I132
Kennewick, Mike	5/30/2014	I132
Kennewick, Sandra	5/30/2014	I132
Kennewick, Sandra	5/30/2014	I132
Kennewick, Tara	5/30/2014	I132
Keyes, Carrie	5/30/2014	I132
Khorram, Hossein	5/30/2014	I132
Kim, Brandon	5/30/2014	I132
Kiser, Victoria	5/30/2014	I132
Kjalighi, Kristin	5/30/2014	I132
Kleiman, Greta	5/30/2014	I132
Knipher, Marcia	5/30/2014	I132
Koch, David	5/30/2014	I132
Koch, Liz	5/30/2014	I132
Kodama, Hirofumi	5/30/2014	I132
Kolen, Mary Ann	5/30/2014	I132
Korthuis, Luke	5/30/2014	I132
Krill, Julia	5/30/2014	I132
Kuklinski, Paul	5/30/2014	I132
Kures, Maureen	5/30/2014	I132
Landau, Laura	5/30/2014	I132
Landau, Laura	5/30/2014	I132
Larson, Ilona	5/30/2014	I132
Lee, Katie	5/30/2014	I132
Lee, Rob	5/30/2014	I132
Leren, Cheryl	5/30/2014	I132
Leuca, Ioan	5/30/2014	I132
Levick, Angela	5/30/2014	I132
Levick, Marc	5/30/2014	I132
Levinger, Deborah	5/30/2014	I132
Leyton, Carol	5/30/2014	I132
Li, Shilong	5/30/2014	I132
Li, Yan	5/30/2014	I132
Lin, Mei-Jui	5/30/2014	I132
Lin, Mei-Jui	5/30/2014	I132

Commenter	Date Received	Comment Letter Number
Lind, Jeremy	5/30/2014	I132
Loper, Greg	5/30/2014	I132
Lorch, Jean	5/30/2014	I132
Lovely, Jeff	5/30/2014	I132
Low, Shannon	5/30/2014	I132
Malaska, Ted	5/30/2014	I132
Malone, William	5/30/2014	I132
Mantell, James	5/30/2014	I132
Marayart, Mark	5/30/2014	I132
Marrs, Brad	5/30/2014	I132
Marrs, Don	5/30/2014	I132
Martin, John	5/30/2014	I132
Martin, Margaret	5/30/2014	I132
Martos, Fernando	5/30/2014	I132
Matson, Thomas	5/30/2014	I132
McCormick, Tim	5/30/2014	I132
McCurley, Dennis	5/30/2014	I132
McCurley, Marlene	5/30/2014	I132
McCurray, Dawn	5/30/2014	I132
McMurray, Darlene	5/30/2014	I132
Medeck, Zach	5/30/2014	I132
Medeck, Zach	5/30/2014	I132
Merlder, Robert	5/30/2014	I132
Messner, Betty	5/30/2014	I132
Meyer, Ed	5/30/2014	I132
Meyer, Linda	5/30/2014	I132
Meyer, Lorraine	5/30/2014	I132
Michaels, Joseph	5/30/2014	I132
Miller, Melinda	5/30/2014	I132
Minister, Juliet	5/30/2014	I132
Minister, Juliet H.	5/30/2014	I132
Moazzam, Azfar	5/30/2014	I132
Moon, Andrew	5/30/2014	I132
Moon, Andrew	5/30/2014	I132
Moran, Kathryn	5/30/2014	I132
Moran, Paul	5/30/2014	I132
Moreno, Dave	5/30/2014	I132
Myers, Sheri	5/30/2014	I132
Nakhayee, Farah	5/30/2014	I132

Commenter	Date Received	Comment Letter Number
Nammacher, Eunice	5/30/2014	I132
Navas, Max	5/30/2014	I132
Navas, Parvoneh	5/30/2014	I132
Nelson, Nancy	5/30/2014	I132
Nelson, Ron	5/30/2014	I132
Nguyen, Antony	5/30/2014	I132
Nguyen, Chinh	5/30/2014	I132
Nordberg, Sean	5/30/2014	I132
Norton, Oswald	5/30/2014	I132
Nudelman, Jeff	5/30/2014	I132
Obermeyer, Michelle	5/30/2014	I132
OBrien, Neil	5/30/2014	I132
O'Connor, William	5/30/2014	I132
Olson, Joann	5/30/2014	I132
Olson, Terre	5/30/2014	I132
Owings, Carla	5/30/2014	I132
Panebianco, Matt	5/30/2014	I132
Pardee, Greg	5/30/2014	I132
Pederson, Kaj	5/30/2014	I132
Pendano, Gina	5/30/2014	I132
Pere, Molly	5/30/2014	I132
Pere, Peter	5/30/2014	I132
Pfau, Lea	5/30/2014	I132
Phillips, Dan	5/30/2014	I132
Platt, John	5/30/2014	I132
Pollock, Sandra	5/30/2014	I132
Pomeroy, Charles	5/30/2014	I132
Pomeroy, Susan	5/30/2014	I132
Poole, Mary Lynne	5/30/2014	I132
Poole, William	5/30/2014	I132
Price, Kelley	5/30/2014	I132
Ramous, John	5/30/2014	I132
Ramsay, Jane	5/30/2014	I132
Rand, Richard	5/30/2014	I132
Randq, Laurel	5/30/2014	I132
Ranganathan, Mohan	5/30/2014	I132
Ranganathan, Mohan	5/30/2014	I132
Raschella, J.T.	5/30/2014	I132
Raschella, Sue	5/30/2014	I132

Commenter	Date Received	Comment Letter Number
Raschko, Michele	5/30/2014	I132
Rawas, Henry	5/30/2014	I132
Reass, Marcia	5/30/2014	I132
Reass, Ray	5/30/2014	I132
Reilly, Scott	5/30/2014	I132
Reiner, Joe	5/30/2014	I132
Remy, Julia	5/30/2014	I132
Reynolds, Sheila	5/30/2014	I132
Richman, Delilah	5/30/2014	I132
Richterm-Bhargava, H.	5/30/2014	I132
Riffle, Amy	5/30/2014	I132
Ringelberg, James	5/30/2014	I132
Rios, Dianne	5/30/2014	I132
Roberts, Patty	5/30/2014	I132
Romney, Cindy	5/30/2014	I132
Rooney, Susan	5/30/2014	I132
Roskelley, Robert	5/30/2014	I132
Ruvinsky, Ilene	5/30/2014	I132
Salo, Michael	5/30/2014	I132
Salvo, Eugenia	5/30/2014	I132
Sato, Lisa	5/30/2014	I132
Saunders, Laurie	5/30/2014	I132
Saxena, Amrita	5/30/2014	I132
Saxena, Smriti	5/30/2014	I132
Saxena, Sonam	5/30/2014	I132
Schuyleman, Linda	5/30/2014	I132
Schwab, Danya	5/30/2014	I132
Scutz, Robyn	5/30/2014	I132
Seager, Jeremy	5/30/2014	I132
Shah, Parul	5/30/2014	I132
Shirazi, Leila	5/30/2014	I132
Sidwell, Janice	5/30/2014	I132
Singh, Stephenie	5/30/2014	I132
Singh-Molares, Anil	5/30/2014	I132
Smith, Catherine	5/30/2014	I132
Smith, Delores	5/30/2014	I132
Smith, Drew	5/30/2014	I132
Sobotka, Jeff	5/30/2014	I132
Soong, Judy	5/30/2014	I132

Commenter	Date Received	Comment Letter Number
Sparks, Kelly	5/30/2014	I132
Sparks, Mark	5/30/2014	I132
Spieker, Martha	5/30/2014	I132
Spieker, Martha	5/30/2014	I132
Stein, Eric	5/30/2014	I132
Stella, Ray	5/30/2014	I132
Stevenson, Brian	5/30/2014	I132
Stewart, Bill	5/30/2014	I132
Stoppeworth, Paul	5/30/2014	I132
Straumann, John	5/30/2014	I132
Straumann, Patti	5/30/2014	I132
Sullam, Bert	5/30/2014	I132
Sullivan, Pendelton	5/30/2014	I132
Sullivan, Robert	5/30/2014	I132
Sweeney, Sheldon	5/30/2014	I132
Tamimi, Nagwa	5/30/2014	I132
Tay, Art	5/30/2014	I132
Tempelis, Andrew	5/30/2014	I132
Tempelis, Sara	5/30/2014	I132
Tenhulzen, Michael	5/30/2014	I132
Tenhulzen, Traci	5/30/2014	I132
Terry, Tina	5/30/2014	I132
Terziyski, Amy	5/30/2014	I132
Terziyski, George	5/30/2014	I132
Thompson, Bernie	5/30/2014	I132
Thompson, Bernie	5/30/2014	I132
Thompson, Cheryl	5/30/2014	I132
Tish, Laurie	5/30/2014	I132
Tish, Mick	5/30/2014	I132
Titus, Tobin	5/30/2014	I132
Toelle, Michael	5/30/2014	I132
Toimil, Lawrence	5/30/2014	I132
Torres, Max	5/30/2014	I132
Tripathi, Dhananjay	5/30/2014	I132
Tschan, Ann	5/30/2014	I132
Valley, Ernie	5/30/2014	I132
Van Dyke, Roma	5/30/2014	I132
Van Vechten, Bradley	5/30/2014	I132
VanDyke, Cliff	5/30/2014	I132

Commenter	Date Received	Comment Letter Number
Veach, Eric	5/30/2014	I132
Visser, Angela	5/30/2014	I132
Visser, Linda	5/30/2014	I132
Visser, Roger	5/30/2014	I132
Vlcek, Rose	5/30/2014	I132
Vu, Luan	5/30/2014	I132
Walker, Carol	5/30/2014	I132
Walker, Harry	5/30/2014	I132
Watkins, Susan	5/30/2014	I132
Wertheimer, Christine	5/30/2014	I132
White, Greg	5/30/2014	I132
White, Greg	5/30/2014	I132
White, Lori	5/30/2014	I132
Wilkins, Emmanuel	5/30/2014	I132
Williams, Adam	5/30/2014	I132
Williams, Adam	5/30/2014	I132
Williams, Angela	5/30/2014	I132
Wilson, Craig	5/30/2014	I132
Wingard, Gretchen	5/30/2014	I132
Wolsky, Brittni	5/30/2014	I132
Wong, Alicia	5/30/2014	I132
Worrall, Mariella	5/30/2014	I132
Wright, Joseph	5/30/2014	I132
Wu, Zhanbing	5/30/2014	I132
Xia, Ken	5/30/2014	I132
Yan, Kangrong	5/30/2014	I132
Young, Andrew	5/30/2014	I132
Young, Hannah	5/30/2014	I132
Zhao, Qin	5/30/2014	I132
Zofia, Z	5/30/2014	I132
Public Hearing		
George Gonzalez	6/5/2014	PH1-1
Tiffany Brown	6/5/2014	PH1-2
Matt Terry	6/5/2014	PH1-3
Matt Terry	6/5/2014	PH1-4
Jeff Myrter	6/5/2015	PH1-5
Jeff Myrter	6/5/2014	PH1-6
Rob Aigner	6/5/2014	PH1-7
Jeanne Muir	6/5/2014	PH1-8

Commenter	Date Received	Comment Letter Number
Jeanne Muir	6/5/2014	PH1-9
Grant Degginger	6/5/2014	PH1-10
Grant Degginger	6/5/2014	PH1-11
Vikki Orrico	6/5/2014	PH1-12
Hayley Bonsteel	6/5/2014	PH1-13
Hayley Bonsteel	6/5/2014	PH1-14
Hayley Bonsteel	6/5/2014	PH1-15
Laura Hurdelbrink	6/5/2014	PH1-16
Laura Hurdelbrink	6/5/2014	PH1-17
Howard Katz	6/5/2014	PH1-18
Howard Katz	6/5/2014	PH1-19
Hallenbeck Mark	6/5/2014	PH1-19.5
Amy Terziyski	6/5/2014	PH1-20
Amy Terziyski	6/5/2014	PH1-21
Amy Terziyski	6/5/2014	PH1-22
Glenn Christy	6/5/2014	PH1-23
Andrea Duffield	6/5/2014	PH1-24
Andrea Duffield	6/5/2014	PH1-25
Cindy Angelo	6/5/2014	PH1-26
Loretta Lopez	6/5/2014	PH1-27
Loretta Lopez	6/5/2014	PH1-28
Don Davidson	6/5/2014	PH1-29
John Hempelmann	6/5/2014	PH1-30
Ayele Dagne	6/5/2014	PH1-31
David Plummer	6/5/2014	PH1-32
David Plummer	6/5/2014	PH1-33
David Plummer	6/5/2014	PH1-34
Patrick Bannon	6/5/2014	PH1-35
Daniel Renn	6/5/2014	PH1-36
Roger White	6/5/2014	PH1-37
Mark Byrski	6/5/2014	PH1-38
Mark Byrski	6/5/2014	PH1-39
William Lider	6/3/2014	PH2-1
William Lider	6/3/2014	PH2-2
William Lider	6/3/2014	PH2-3
Sharon Steele	6/3/2014	PH2-4
Sharon Steele	6/3/2014	PH2-5
Sharon Steele	6/3/2014	PH2-6
Sharon Steele	6/3/2014	PH2-7

Commenter	Date Received	Comment Letter Number
Sharon Steele	6/3/2014	PH2-8
Loren Simmonds	6/3/2014	PH2-9
Loren Simmonds	6/3/2014	PH2-10
Loren Simmonds	6/3/2014	PH2-11
Loren Simmonds	6/3/2014	PH2-12
Loren Simmonds	6/3/2014	PH2-13
Loren Simmonds	6/3/2014	PH2-14
Stewart Mhyre	6/3/2014	PH2-15
Lisa Lotz	6/3/2014	PH2-16
Mike McClure	6/3/2014	PH2-17
Mike McClure	6/3/2014	PH2-18
Mike McClure	6/3/2014	PH2-19
Mike McClure	6/3/2014	PH2-20
Mike McClure	6/3/2014	PH2-21
Paula Guhl	6/3/2014	PH2-22
Paula Guhl	6/3/2014	PH2-23
Anonymous 1	None Provided	PH3-1
Eric Hansen	None Provided	PH3-2
Eric Hansen	None Provided	PH3-3
Eric Hansen	None Provided	PH3-4
Anonymous 2	None Provided	PH3-5
Anonymous 3	None Provided	PH3-6
Christopher Ray	None Provided	PH4-1
Christopher Ray	None Provided	PH4-2
Christopher Ray	None Provided	PH4-3
Christopher Ray	None Provided	PH4-4
Sandy Phillips	None Provided	PH4-5
Mark Byrski	None Provided	PH4-6
Mark Byrski	None Provided	PH4-7
Mark Byrski	None Provided	PH4-8
Mark Byrski	None Provided	PH4-9
Anonymous 4	None Provided	PH4-10
Anonymous 5	None Provided	PH4-11
Anonymous 6	None Provided	PH4-12
Anonymous 7	None Provided	PH4-13
Anonymous 7	None Provided	PH4-14
Anonymous 7	None Provided	PH4-15
Anonymous 7	None Provided	PH4-16
Anonymous 7	None Provided	PH4-17

Commenter	Date Received	Comment Letter Number
Anonymous 7	None Provided	PH4-18
Dave Perrin	None Provided	PH4-19
William Lindsey	None Provided	PH4-20
William Lindsey	None Provided	PH4-21
William Lindsey	None Provided	PH4-22
William Lindsey	None Provided	PH4-23
William Lindsey	None Provided	PH4-24
William Lindsey	None Provided	PH4-25
William Lindsey	None Provided	PH4-26
William Lindsey	None Provided	PH4-27
William Lindsey	None Provided	PH4-28
Post Cards		
Mike Bell	6/3/2014	PC1
Jessie Amsted	6/3/2014	PC2
Irene Kotukk	6/14/2014	PC3
Sheri Proffitt	6/5/2014	PC4
Charles Holt	6/3/2014	PC5
Michele Partin	6/3/2014	PC6
Katie Miller	6/7/2014	PC7
Amanda Braddock	6/3/2014	PC8
Sheri Myers	6/5/2014	PC9
Lawrence Duffield	6/1/2014	PC10
George Terziyski	5/3/2014	PC11
Teresa Sereno	5/3/2014	PC12
Pablos H	6/4/2014	PC13
Caitlin Sullivan	6/5/2014	PC14
Elizabeth Schroeder	6/5/2014	PC15
Kristin Barron	6/4/2014	PC16
Diane Keck-Katona	5/31/2014	PC17
Elma Duffield	6/1/2014	PC18
Greg McClellan	6/3/2014	PC19
Amy Terziyski	6/5/2014	PC20
Larry Snyder	None Provided	PC21
Eric Jorgensen	6/3/2014	PC22
Mansi Dalal	6/3/2014	PC23
Terre Olson	6/3/2014	PC24
Justin Cox	6/1/2014	PC25
Julie Jacobson	6/4/2014	PC26
Kevin Katona	5/31/2014	PC27

Commenter	Date Received	Comment Letter Number
Suzanne Hight	6/3/2014	PC28
Ed Scripps	6/3/2014	PC29
Jeannine Alexander	5/31/2014	PC30
Ron Nelson	6/5/2014	PC31
Nicholas Merryman	6/3/2014	PC32
Rob Aigner	6/5/2014	PC33
Ben Gulliford	6/1/2014	PC34
Dan Linthicum	5/30/2014	PC35
Sam Lowell	6/3/2014	PC36
Candice Duffield	6/2/2014	PC37
Tamara T.	6/3/2014	PC38
Mimi Grant	6/3/2014	PC39
Anthony Phimphalavong	6/3/2014	PC40
Cindy Angelo	6/5/2014	PC41
Lisa Sabin	5/3/2014	PC42
Arden James	6/1/2014	PC43
Diane Keck-Katona	6/1/2014	PC44
Jennifer Jessup	6/6/2014	PC45
Megan Larson	6/5/2014	PC46
Menjke Li	6/13/2014	PC47
Mary Lorette Beck	6/11/2014	PC48
Zara Sarkisova	6/20/2014	PC49
Wendy Kay Donnahoo	6/18/2014	PC50
Karen Gagne	None Provided	PC51
Heather Burton	6/11/2014	PC52
Michelle Chappon	6/5/2014	PC53
Joshua Chamuler	6/1/2014	PC54
Tessa J. Woodyard	None Provided	PC55
Karen Escano	6/10/2014	PC56

Agencies (Federal, State, and Local)

Letter F1, U.S. Department of the Interior

From: O'Brien, Allison [allison_o'brien@ios.doi.gov]
Sent: Thursday, June 19, 2014 11:38 AM
To: OMSF
Cc: Lisa Treichel
Subject: Link Light Rail Operations and Maintenance Satellite Facility DEIS
Attachments: 20140623_ER14_0297_NC_FTA DEIS Link Light Rail Ops.pdf

F1-1

The Department of the Interior has reviewed the Draft Environmental Impact Statement for the Link Light Rail Operations and Maintenance Satellite Facility, King and Snohomish Counties, Washington. The Department has no comments on the document at this time and our formal comment letter is attached.

Have a great day,

Allison

Allison O'Brien
Regional Environmental Officer
U.S. Department of the Interior
1720 SW Main St., Ste. 201
Portland, Oregon 97205
Phone: 503-326-2489
Mobile: 503-720-1212



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
620 SW Main Street, Suite 201
Portland, Oregon 97205-3026



9043.1
IN REPLY REFER TO:
ER14/0297

Electronically Filed

June 19, 2014

Kent Hale
Link Light Rail Operations Maintenance and Satellite Facility
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

Dear Mr. Hale:

The Department of the Interior has reviewed the Draft Environmental Impact Statement for the Link Light Rail Operations and Maintenance Satellite Facility, King and Snohomish Counties, Washington. The Department has no comments on the document at this time.

F1-2

We appreciate the opportunity to comment.

Sincerely

Allison O'Brien
Regional Environmental Officer

Responses to Letter F1, U.S. Department of the Interior

Response to Comment F1-1

Comment stating that the agency has no comments at this time has been noted.

Response to Comment F1-2

Comment stating that the agency has no comments at this time has been noted.

Letter F2, U.S. Environmental Protection Agency



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue, Suite 900
Seattle, WA 98101-3140

OFFICE OF
ECOSYSTEMS, TRIBAL AND
PUBLIC AFFAIRS

June 20, 2014

Mr. J. Steve Saxton
Federal Transit Administration
915 Second Avenue, Suite 3142
Seattle, Washington 98174

Mr. Kent Hale
Sound Transit, Union Station
401 South Jackson Street
Seattle, Washington 98104

Re: Link Light Rail Operations and Maintenance Satellite Facility Draft Environmental Impact Statement, EPA Region 10 Project Number 12-0046-FTA

Dear Messrs. Saxton and Hale:

The U.S. Environmental Protection Agency has reviewed the Link Light Rail Operations and Maintenance Satellite Facility Draft Environmental Impact Statement. We are submitting comments in accordance with our responsibilities pursuant to the National Environmental Policy Act and Section 309 of the Clean Air Act. We appreciate the opportunity to participate in the project environmental review.

Federal Transit Administration and Sound Transit propose to construct and operate an Operations and Management Satellite Facility (OMSF) to store, maintain, and dispatch light rail vehicles for daily service, and to conduct administrative and operational functions. Four alternative build sites are analyzed in the Draft EIS – one in Lynnwood and three in Bellevue, Washington. The Lynnwood site, which is near the terminus of the proposed Lynnwood Link Extension project and adjacent to the Scriber Creek wetland complex, would also require and include the BNSF Storage Tracks site located in Bellevue. The three Bellevue alternatives include the BNSF Alternative; the BNSF Modified Alternative, which partially overlaps the BNSF Alternative; and the SR 520 Alternative, which is adjacent to SR 520 and in close proximity to the BNSF alternatives.

Because the DEIS does not identify a preferred alternative, we are rating the proposed alternatives separately. Based on the information presented in the Draft EIS, we are rating the Lynnwood Alternative as EC-2 (Environmental Concerns, Insufficient Information), and the three Bellevue Alternatives as LO (Lack of Objections). An explanation of these ratings is included for your information.

F2-1

Our concerns regarding the Lynnwood Alternative center upon the potential impacts to the Scriber Creek wetlands, a high value Category 2 salmon-bearing stream and wetland complex, which is also

F2-2

identified as a Priority Habitat by Washington Department of Fish and Wildlife and as critical habitat by the City of Lynnwood (p. 3.9-5). It is contiguous with and functionally connected to Scriber Creek Park, a community park much valued and protected by the local citizenry.

F2-2
cont'd

The comments and concerns we identified in our letter regarding the Lynnwood Link Extension DEIS would also apply here. In particular, the OMSF Draft EIS does not include a 404(b)(1) analysis that would identify the Least Environmentally Damaging Practicable Alternative (LEDPA) pursuant to Clean Water Act Section 404. However, the DEIS does provide sufficient information to indicate that the Lynnwood Alternative would be unlikely to qualify as the LEDPA. The loss of 1.6 to 1.8 acres on the western side of Wetland N1-1, which would reduce the wetland size by 8%, and the placement of elevated guideways across the center of the wetland, including across the area of Scriber Creek's diffuse flow area, would permanently diminish, fragment and degrade the functions and values of the wetland and priority habitat. These impacts are fully avoidable by selecting one of the Bellevue alternatives.

F2-3

The BNSF Alternative appears to be the Environmentally Preferred Alternative. However, with potential design modifications, such as, maintaining Goff Creek in the daylight and, ideally, removing fish passage barriers, the SR 520 Alternative could also serve as the Environmentally Preferred Alternative. Our additional detailed comments regarding the proposed alternatives are enclosed for your consideration.

F2-4

We commend FTA and Sound Transit for the quality and candor of the Draft EIS, and thank you for the opportunity to review it. If you have questions or would like to discuss these comments, please contact me at (206) 553-1601 or by electronic mail at Reichgott.christine@epa.gov, or you may contact Elaine Somers of my staff at (206) 553-2966 or by electronic mail at somers.elaine@epa.gov.

Sincerely,



Christine B. Reichgott, Manager
Environmental Review and Sediment Management Unit

Enclosures

**U.S. Environmental Protection Agency
Detailed Comments on
Link Light Rail OMSF Draft EIS**

Preferred Alternative Selection

We have no objections to selection of any of the Bellevue alternatives. The BNSF Alternative appears to be the environmentally preferred alternative, given the level of information in the DEIS. If design modifications are feasible that would maintain Goff Creek as a daylight stream and restore fish passage, the SR 520 Alternative could also be considered as an environmentally preferred alternative.

F2-5

Recommendation: Consider design modifications that would prevent the piping of Goff Creek, and seek opportunity to restore fish passage in Goff Creek and/or other project area streams.

Least Environmentally Damaging Practicable Alternative

We appreciate that there is a good range of alternatives presented for the OMSF, which affords the opportunity to avoid impacts to sensitive aquatic resources. The Draft EIS provides information that is usable for a 404(b)(1) analysis, such as the number of acres of wetlands, streams, and buffers that would be affected, but does not attempt to provide a complete 404(b)(1) analysis for the purposes of permitting under Section 404 of the Clean Water Act. The 404(b)(1) analysis would disclose information for the public and decision makers that is vital to selecting a preferred alternative.

F2-6

Recommendation: Include a 404(b)(1) analysis in the Final EIS.

Information in the Draft EIS indicating that the Lynnwood Alternative is not likely to serve as the LEDPA includes, but is not necessarily limited to the following:

- The Lynnwood Alternative would result in 1.6 to 1.8 acres of permanent impact on the western side of Wetland N1-1, reducing the wetland size by 8%, and would place elevated guideways across the center of the wetland including across the area of Scriber Creeks' diffuse flow into the wetland. (p. 3.9-20)
- Impacts would affect the wetland's ability to perform water quality and hydrologic functions, and would reduce the amount of habitat provided for wildlife. (p. 3.9-20)
- All design options of the Lynnwood Alternative would affect the areas that appear to be previous mitigation, which could complicate a determination of mitigation for impacts. The Native Growth Protection Area (NGPA) recording certificate for the southernmost portion of the wetland's two western arms prohibits future development and requires that any boundary adjustments to the NGPA be approved by the City of Lynnwood through a formal platting process. (p. 3.9-20)
- Approximately 1.6 acres of wetland buffer would also be affected, which would reduce forested and shrub wetland habitats, as well as potentially surface flow paths and the ability to store floodwaters associated with the Scriber Creek floodplain. (p. 3.9-20)
- Wetlands and wetland buffers under the elevated guideway would be affected through the conversion of forest-dominated wetlands to shrub-dominated wetlands and buffers under and along each side of the guideways to prevent trees and branches from interfering with operation of the light rail. (p. 3.9-20)
- Construction impacts would clear tree and shrub wetland and wetland buffer vegetation that would require decades to recover mature forested or scrub shrub functions.

F2-7

- We believe the cumulative impacts to the Scriber Creek subbasin from the Lynnwood Alternative would outweigh the cumulative effects of any Bellevue alternative (p. 3.9-26). These cumulative impacts include:
 - 6 acres of vegetation and wildlife habitat impact,
 - 1.6 to 1.8 acres of wetland impact,
 - 0.1 acre aquatic impact,
 - Lynnwood Link Extension impacts,
 - impacts to connectivity of the Scriber Creek habitat corridor,
 - the greatest increase in impervious surface among alternatives, and
 - placement of fill in a 100 year floodplain
- Avoiding the Lynnwood Alternative would be consistent with Sound Transit Sustainability Initiative policy to avoid impacts on environmentally sensitive resources in accord with the mitigation sequencing of NEPA, Clean Water Act, and local Critical Area Ordinances.
- The Lynnwood Alternative would require offsite staging areas or construction easements not required by the BNSF alternatives.
- The Lynnwood Alternative requires more operations and maintenance staff than Bellevue alternatives due to off-site storage tracks in Bellevue duplicating some functions.
- Construction emissions of criteria pollutants and greenhouse gases from the Lynnwood Alternative would be slightly higher than the Bellevue alternatives. (p. 3.7-6)
- The Lynnwood Alternative study area has the largest presence of low-income populations and a small pocket with high minority population. This Alternative would displace and require relocation of the Washington Department of Social and Health Services office. (p. 3.5-13)

F2-7
cont'd

**U.S. Environmental Protection Agency Rating System for
Draft Environmental Impact Statements
Definitions and Follow-Up Action***

Environmental Impact of the Action

LO – Lack of Objections

The U.S. Environmental Protection Agency (EPA) review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC – Environmental Concerns

EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce these impacts.

EO – Environmental Objections

EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no-action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU – Environmentally Unsatisfactory

EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

Adequacy of the Impact Statement

Category 1 – Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis of data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2 – Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses or discussion should be included in the final EIS.

Category 3 – Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the National Environmental Policy Act and or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

* From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment, February, 1987.

Responses to Letter F2, U.S. Environmental Protection Agency

Response to Comment F2-1

Comment rating the Lynnwood Alternative as an EC-2 (Environmental Concerns, Insufficient Information) and three alternatives in Bellevue as LO (Lack of Objections) has been noted.

Response to Comment F2-2

Comment noted. The analysis of potential construction and operational impacts on the Scriber Creek wetlands is provided in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), of the Final EIS, including the potential for 1.6 to 1.8 acres of permanent impact on the western side of Wetland N1-1 (reducing the wetland size by 9% to 10.5%). Section 3.9.3.4 of the Final EIS identifies the Scriber Creek wetland as a Priority Habitat in the Washington Department of Fish and Wildlife (WDFW) Priority Habitat and Species Database and as a City of Lynnwood Critical Habitat. Impacts related to the wetland's water quality and hydrologic functions, including its connection with Scriber Creek and Scriber Creek Park, are described. The wetland's habitat functions, including temporal loss and shifts in vegetation communities from forested to scrub-shrub as a result of the elevated guideways across the center of the wetland, are disclosed in Chapter 3, Section 3.9.4.6, of the Final EIS. Please also see response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment F2-3

The wetland analyses in the Draft and Final EIS were based on conceptual engineering. They estimate impacts conservatively, without attempting to judge the effectiveness of potential avoidance and minimization measures. Because the analyses are intended primarily to help decision makers compare the impacts of the alternative, they lack the detail required to support an actual permit application. Although the Final EIS analysis is more refined than that of the Draft EIS and some field delineations have been performed, a Section 404(b)(1) analysis would be premature at this time given the level of design information, the agency coordination conducted, and the potential avoidance measures that could be incorporated at this time. The Final EIS identifies which alternative would have the lowest level of wetland impact. If the Sound Transit Board finds it appropriate for the project, Sound Transit will prepare a 404(b)(1) analysis as part of project permitting. The Sound Transit Board identified the BNSF Alternative as the Preferred Alternative for the Final EIS. This build alternative has the least wetland impact.

Response to Comment F2-4

Comment stating that the BNSF Alternative appears to be the Environmentally Preferred Alternative has been noted. Also noted the comment stating that the SR 520 Alternative, with design modifications, including removing the fish barriers and daylighting Goff Creek, could also serve as an Environmentally Preferred Alternative.

Response to Comment F2-5

Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment F2-6

Please see response to Comment F2-3.

Response to Comment F2-7

Comment noted. Please see response to Comment F2-3.

Letter L1, City of Bellevue, Planning and Community Development



June 5, 2014

Mr. Kent Hale
Senior Environmental Planner
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Dear Mr. Hale:

The City of Bellevue has consistently opposed siting the Operations and Maintenance Facility in the Bel-Red area. As expressed in the Bellevue Council letter of November 6, 2012 (attached):

- A light rail maintenance facility at any of the proposed sites in Bellevue would clearly be incompatible with the adopted Bel-Red Subarea Plan and current zoning.
- Locating an O&M facility in the Bel-Red area could diminish the capacity for employment and housing in a key TOD node which is contrary to the City's plans as well to Sound Transit's interests.
- The O&M facility should not be forced into an area where it would be incompatible with the community vision, adopted land use regulations, and transit oriented development.

L1-1

Sound Transit's draft environmental review of the alternative sites did not fully consider the adopted land use plan, zoning, and approved master plans in Bel-Red and the opportunity cost of the OMSF displacing or otherwise impacting future transit-oriented development.

L1-2

And finally, the DEIS did not analyze the potential to minimize impacts by redesigning or reducing the size of the facility.

L1-3

Thank you for the opportunity to comment.

Chris Salomone
Director, Planning & Community Development
City of Bellevue



November 6, 2012

Mr. Kent Hale
Senior Environmental Planner
Sound Transit
401 South Jackson Street
Seattle, WA 98104

**RE: Bellevue City Council response to Sound Transit Link Operations and Maintenance
Satellite Facility**

Dear Mr. Hale:

I am writing on behalf of the Bellevue City Council to express our strong opposition to the siting of a Link Operations and Maintenance (O&M) Satellite Facility in Bellevue. I would like to reiterate and clarify the Council's concerns about the timing of this initiative as well as the potential location and impact of such a facility in the City's Bel-Red area. The City has consistently opposed this location for this type of facility.

The timing of the O&M study outlining potential sites in Bellevue comes as an unwelcome surprise to the City. We were assured by Sound Transit during ST2 package development in 2007-08 and development of East Link DEIS that a maintenance base was not needed for East Link or on the eastside. This message was reinforced by Sound Transit staff during the City Council's alignment deliberations following the release of the East Link Draft Environmental Impact Statement (DEIS). Sound Transit's January 12, 2009 presentation to Council indicated that a base was not funded in ST2. During the same presentation, Sound Transit staff stated that they had looked at the Bel-Red corridor's existing industrial uses and acknowledged that the maintenance facility alternatives for the area were no longer consistent with the City's land use planning goals.

The City Council's February 2009 letter responding to the East Link DEIS also addressed the location of the O&M facility; *"We view maintenance base MF-5 in downtown Redmond as the most desirable location. The three maintenance bases evaluated in Segment D are not consistent with the land uses envisioned for the Bel-Red Corridor. Given that the maintenance base will not be operationally necessary until East Link is extended to downtown Redmond, there is no funding included in ST2 for the base, and MF-5 is consistent with the surrounding land uses in Redmond, we see no need for a maintenance base site to be selected in the Bel-Red area"*.

L1-4

The Bel-Red Subarea Plan resulted from the City working intensively with the community for several years to develop a vision for the Bel-Red area that transforms the current light industrial and low-intensity commercial land uses to a mixed-use transit oriented community. The plan was developed in parallel with the East Link EIS and supports the investment in light rail infrastructure by emphasizing higher density development nodes around the light rail stations. A light rail maintenance facility at any of the proposed sites in Bellevue would clearly be incompatible with the adopted Bel-Red Subarea Plan and current zoning.

Locating an O&M facility in the Bel-Red area could diminish the capacity for employment and housing in a key TOD node which is contrary to the City's plans as well to Sound Transit's interests. Locating an O&M facility adjacent to parcels zoned for high density mixed-use development may make the parcels harder to develop.

We are also concerned that multiple potential O&M sites are identified in Bellevue, yet only one is identified adjacent to the North Link extension. North Link is the area where travel demands will be the greatest and the need for the facility is generated. According to recent studies, Sound Transit has concluded that travel demand will equate to roughly 50 percent of the capacity of the downtown Bellevue station in 2030 during peak periods. This is important because demand at this station is projected to be the highest of stations on the eastside and, as recently as April of this year, Sound Transit staff contemplated shorter three-car train platforms as a cost savings option. The system expansion requirements appear to be driven by demands on North Link and, therefore, the O&M facility should be located on the west side, rather than forcing it into an area where it would be incompatible with the community vision, adopted land use regulations, and transit oriented development.

Lastly, it is disappointing that this unwelcome surprise comes without warning so soon after the City and Sound Transit entered into the East Link Memorandum of Understanding. The City has devoted substantial effort and resources to the Collaborative Design Process and has enjoyed the spirit of transparency and partnership. The Council believes that this new approach is a success and serves as the model for our future interactions. This approach to the O&M effort violates this spirit of cooperation.

Section 2.1 of the MOU calls for the parties to act cooperatively and in good faith, and to communicate problems that arise with the performance of the terms of the MOU. A maintenance facility in Bellevue would create such a problem. Under the MOU definitions, the maintenance facility is part of the "Light Rail Transit Facility" but is not described as part of the "Project". The maintenance facility will need to be added to the Project definition and the entire MOU will need to be rethought and amended to reflect this material change. The timelines in the MOU will need to be adjusted to provide sufficient time for the City to conduct due diligence on the proposals and consider how the MOU will be modified.

The maintenance facility was not studied in the FEIS nor included in the FTA's ROD. The cumulative noise and environmental impacts of a maintenance facility in Bellevue would need to be studied in conjunction with the rest of the Project. Noise studies will need to be updated

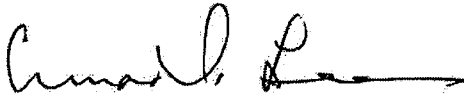
L1-4
cont'd

to reflect the fact that light rail trains will be operated along the line between the hours of 1:00 am and 5:00 am.

The City Council expects that Sound Transit will consider our concerns seriously. We believe a deeper investigation of potential O&M sites in direct proximity to the North Link Extension is warranted. We request that the candidate sites in Bellevue be immediately dropped from further consideration based on Sound Transit's past commitments, inconsistency with the community vision, and incompatibility with adopted land use regulations.

L1-4
cont'd

Sincerely,

A handwritten signature in black ink, appearing to read "Conrad Lee", with a long horizontal flourish extending to the right.

Conrad Lee
Mayor

CC: Sound Transit Board of Directors
Bellevue City Council
Steve Sarkozy
Kate Berens
David Berg
Mike Brennan
Chris Salomone

Responses to Letter L1, City of Bellevue, Planning and Community Development

Response to Comment L1-1

Comment noted. Chapter 3, Section 3.3, *Land Use* (Section 3.3.4), of the Final EIS acknowledges that the OMSF alternatives in the Bel-Red area are generally not consistent with the Bel-Red Subarea Plan land use policy. The Bel-Red zoning designations conditionally allow “Rail Transportation: right-of-way, yards, terminals, and maintenance shops,” subject to Sound Transit obtaining a Conditional Use Permit from the City of Bellevue.

Sound Transit Board Motion M2014-51 directed the staff to prioritize and incorporate agency and community transit-oriented development (TOD) potential consistent with Sound Transit TOD policy (Resolution No. R2012-24). Since the Draft EIS, the site design and layout of the Preferred Alternative has been refined to incorporate key concepts identified during the Urban Land Institute and stakeholder work, as well as ongoing coordination with the City of Bellevue. In addition, the Preferred Alternative includes project elements identified during the stakeholder process that make the OMSF more compatible with the *Bel-Red Subarea Plan* vision and policies. Chapter 2, *Alternatives Considered* (Section 2.6.1), of the Final EIS describes the changes to the Preferred Alternative that incorporate TOD potential and make the OMSF more compatible with the Bel-Red Subarea Plan vision.

Please also see responses to Common Comments 10 through 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L1-2

Chapter 3, Section 3.3, *Land Use* (Section 3.3.3.1), of the Final EIS acknowledges the purpose and goals of the Bel-Red Subarea Plan. Section 3.3.4 discusses impacts from the conversion of lands in the Bel-Red subarea to public transportation uses (Section 3.3.4.2) and indicates that the OMSF is generally not consistent with the Bel-Red Subarea Plan land use policy (Sections 3.3.4.3, 3.3.4.4, and 3.3.4.5). However, Bel-Red Subarea Plan Policy S-BR-70 states that the City of Bellevue will “work with Sound Transit to determine the need for a future light rail maintenance facility in Bel-Red and, if needed, locate it where compatible with planned land uses and transportation facilities and services” (City of Bellevue 2009). Chapter 3, Section 3.4, *Economics*, summarizes the anticipated impacts of the build alternatives on local and regional economies from business displacements and changes in tax revenue. Opportunity costs are not required to be evaluated, but they are discussed in Section 3.4.5 of the Final EIS. Please see responses to Common Comments 10, 11, 12, 15, 16, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L1-3

Please see the response to Common Comment 3 in Chapter 5, *Public and Agency Comment Summary*, and Appendix F.1, *Additional Detail on the Two-Site OMSF Option*, of the Final EIS.

Response to Comment L1-4

Sound Transit received the City's November 6, 2012, comment letter during the environmental scoping period for the project. These comments were considered by the Sound Transit Board in identifying alternatives to study in the OMSF EIS (Motion M2012-82).

Letter L2, City of Bellevue, Planning and Community Development



June 23, 2014

Kent Hale, Senior Environmental Planner
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

Subject: City of Bellevue Review of the Draft Environmental Impact Statement for the OMSF Project

Dear Kent,

Attached are the comments from City of Bellevue's review of the Draft Environmental Impact Statement for Sound Transit's Operations and Maintenance Satellite Facility (OMSF) project.

The City's comments represent staff review based on the information prepared by Sound Transit on each of these sites. These comments are not intended as a detailed analysis of either of the sites in Bellevue with respect to consistency with applicable code requirements. If the Sound Transit Board were to select a Bellevue location for the OMSF and proceed to develop a site in Bellevue, the City would have permitting authority over such a proposal. In addition, the City would be a lead agency under the State Environmental Policy Act (SEPA) for any project constructed in Bellevue. A more detailed review at the project level may reveal additional impacts and mitigation not described in this DEIS, and the City's comments at this stage are not a supplement for, nor do they waive the City's permitting and SEPA authority.

L2-1

We have organized our comments into the key issue areas described below. Detailed comments are attached to this submittal letter, while the below summary highlights our major concerns in each area.

Transit Oriented Development (TOD) Best Practices: Both of the sites identified in Bellevue are in the Bel-Red subarea. This area, its comprehensive plan and land use regulations represent a decade-long planning effort to fundamentally change from its historic industrial focus to a community planned around and enhanced by transit. Development of a 25 acre OMSF in the heart of this community is a short-sighted investment of regional taxpayer dollars with lasting impacts.

L2-2

Lack of Creative and Innovative Alternatives that Reduce Footprint and Impacts: SEPA's requirements include an emphasis on identifying and reviewing viable alternatives that first avoid, and next minimize environmental impacts. The DEIS fundamentally fails to review viable alternatives, including those encouraged by the Sound Transit board, suggested by Bellevue staff, and endorsed by a ULI panel of experts.

L2-3

Opportunity costs: The DEIS focuses much of its analysis on the current uses around the two Bellevue locations, rather than addressing the uses planned for redevelopment. The DEIS must address the expected current and future impacts from loss of existing development and expected redevelopment.

L2-4

Specific comments on DEIS environmental analysis: A number of technical issues are addressed in our specific comments on a variety of elements of the environment. Overall, the DEIS lacks any discussion of the potential for cumulative impacts that may result from East Link operations being impacted by the siting of an OMSF of this magnitude at either of the two Bellevue locations.

L2-5

Public investment: In addition to the investment of private and public resources in establishing the Bel-Red Subarea as a regional model of TOD, the DEIS fails to address public investment in future park resources. Multiple agencies have invested in a future regional trail along the rail-banked BNSF corridor, and the City has established park and trail locations through its planning processes. The DEIS incorrectly fails to identify many of these resources as 4(f) resources, or deals with them inconsistently through the document.

L2-6

Technical comments: Additional comments that identify errors, incomplete information or inconsistencies.

L2-7

We look forward to receiving Sound Transit's responses to these comments. If you would like to discuss the City of Bellevue's comments before the upcoming Sound Transit Capital Committee and Sound Transit Board review of the OMSF alternatives, please contact me at 425 452-6191 or csalomone@bellevuewa.gov.

Sincerely,



Chris Salomone, Director
Department of Planning & Community Development
City of Bellevue

cc via e-mail: Mike Williams, Sound Transit
Bellevue City Council
Brad Miyake, City Manager
Myrna Basich, City Clerk
Bellevue East Link Steering Committee

Enclosure

Sound Transit Link Operations and Maintenance Satellite Facility (OMSF)					
Transit Oriented Development Best Practices					
1. TOD Best Practices: comments respond to the DEIS not supporting Transit Oriented Development Best Practices and the Bel Red Vision.					
City of Bellevue					
Transit Oriented Development Best Practices					
Draft EIS Section	Section No.	Page No.	Exhibit/Table No.	Comment	
Executive Summary	Areas of Controversy and Issues to be Resolved	S-24		Additional area of controversy and issue to be resolved: Delivering OMSF consistent with Sound Transit's TOD policies.	L2-8
Ch.1 Purpose and Need	Project Goals and Objectives	1.3		Under Transportation Goal, edit sub-bullet: Locate a facility <u>that supports transit use and provides</u> efficient and reliable service.	L2-9
3.3 Land Use	3.3.1	3.3-1		Include the Sound Transit TOD Policy included as a governing document.	L2-10
3.3 Land Use	3.3.4.2	3.3-14		States that all build alternative sites are located near future light rail lines and within .5 mile of a future light rail station. Are there any best practices for how close a maintenance facility should be located to a rail station and associated transit-oriented development?	L2-11
3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.4.4	3.5-11		A transportation use of this type is not compatible with the uses planned and under construction in the surrounding neighborhood. Community quality and character would be adversely impacted by this use.	L2-12
3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.6	3.5-13		Mitigation measures would be needed at the SR 520 site related to social impacts, community and neighborhood, including measures to activate the streetfront on NE 20th and 130th Ave NE.	L2-13
3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.6	3.5-13		Mitigation measures would be needed at the BNSF site related to social impacts, community and neighborhood, including measures to activate the streetfront on 120th Ave NE.	L2-14
Ch.4 Alternatives Analysis	4.3	4-11		Additional area of controversy and issue to be resolved: Delivering OMSF consistent with Sound Transit's own TOD policies.	L2-15

Sound Transit Link Operations and Maintenance Satellite Facility (OMSF)				
Be creative and flexible in reducing the OMSF footprint and impacts				
2. Creative and Innovative to Reduce: comments respond to the DEIS not sufficiently analyzing the potential to minimize impacts and displacement by redesigning or reducing the size of the facility.				
City of Bellevue				
Creative and Innovative to Reduce Footprint and Impacts				
Draft EIS Section	Section No.	Page No.	Exhibit/Table No.	Comment
Ch.4 Alternatives Analysis		4-1		P. 4-1 (OMSF DEIS) states, "This evaluation takes into account differences in the alternative locations and facility designs ... including the ability to avoid or mitigate environmental impacts...." {emphasis added}. The hierarchy is first to avoid, second to minimize and third to rectify the impact of the project, according to SEPA. This DEIS does not explore ways to minimize impacts. The City of Bellevue has repeatedly and consistently requested that Sound Transit explore ways to minimize the footprint and thereby the potential impacts of the site alternatives. The DEIS contains a summary of the work done by the panel from the Urban Land Institute but it did not explore ways to minimize the footprint and the strategies for adding back development potential was not incorporated into the analysis in a way that evaluates their ability to mitigate land use or other impacts.
Ch.4 Alternatives Analysis		4-7		The project costs do not appear to include any offset for the sale of the redevelopment acreage on any of the sites. In the case of the Lynnwood site, there would be 9 to 13 acres available for redevelopment after the project is constructed. The capital investment in the BNSF site alternatives could also be offset if the amount of surplus land could be increased by minimizing the footprint of the OMSF.
3.2 Acquisitions, Displacements, and Relocations	3.2.6	3.2-11		DEIS does not include any fully developed alternatives to address the potential to minimize impacts by redesigning or reducing the size of the facility. Also, DEIS does not include any mitigation measures that address the potential to minimize impacts by redesigning or reducing size of facility.
Executive Summary	Comparison of Alternatives	S-3		Regarding "There is insufficient property to expand the Forest Street OMF...". Did ST examine a scenario that expands the Forest Street OMF to the extent that it could serve the ST2 north south fleet; and construct a smaller OMSF to serve the ST2 east fleet? A third O & M facility could be constructed at far north or south when needed for system expansion beyond ST2.

L2-16

L2-17

L2-18

L2-19

Ch.2 Alternatives	Core Light Rail System Expansion	2-2		Sound Transit's O & M Facility in SODO and second OMSF should be designed to serve planned ST2 system. A 3rd O & M facility should be designed to serve the expanded system.	L2-20
Ch.2 Alternatives				The DEIS assumes that it is prohibitively expensive to overbuild the OMSF. However, the International District Tunnel Station is an example where lidded development is possible when one takes a longer view. Additional analysis of overbuilding to mitigate lost development potential is required.	L2-21
Ch.2 Alternatives	2.3	2-5		Section 2.3 describes the physical needs of the proposed OMSF project in a manner that precludes a creative and innovative approach to the OMSF. Consider expanding as follows: "Being able to accommodate a minimum of 80 LRVs or other option that stores and services the 180 LRV system fleet". (per ST Board direction to consider creative options such as two sites, etc.).	L2-22
Ch.2 Alternatives	2.3	2-5		Section 2.3 describes the physical needs of the proposed OMSF project in a manner that precludes a creative and innovative approach to the OMSF. Consider expanding as follows: "Having 20 to 25 acres of usable land <u>or other option that stores and services the 180 LRV system.</u> " (per ST Board direction to consider creative options such as two sites, etc.).	L2-23
Ch.2 Alternatives	2.3.1	2-6		"The dimensions and configuration of a typical light rail O & M facility is primarily driven by the space required for a runaround track". The BNSF Alternative could utilize portions of the ST Eastside Rail Corridor for the run-around track, allowing for a smaller site footprint. Please include this option.	L2-24
Ch.2 Alternatives	2.3.1	2-6 and 2-8		The number of LR vehicles to be parked at the OMSF is a major determinant of the facility size. If the SODO facility can accomodate 104 vehicles and the system need is 180 vehicles, why must the OMSF accomodate 96 vehicles to achieve service goals (page 4-3, Table 4-1)? <u>Ten rows of 8 cars</u> , not 11 rows of 8 cars, is the minimum needed. Further, all OMSF Alternatives show 12 rows of 8 cars (Appendix G, Conceptual Plans).	L2-25
Ch.2 Alternatives	2.3.2	2-8 to 2-10	2-1	Overall acreage is the primary evaluation for these alternatives, while it should be the number of LRVs that could be stored and serviced with the goal of servicing the 180 LRV system (per ST Board direction to consider creative options such as two sites, etc.).	L2-26

Ch.2 Alternatives	2.3.2	2-9	Table 2-1 Potetial A	E-9 Metro Bus Facility was determined too small and environmentally constrained. However, Sound Transit could work with Metro to co-locate some OMSF functions, allowing for a smaller site footprint. Has analysis been done on this option?	L2-27
Ch.2 Alternatives	2.3.2	2-11		Two site option "was not identified for detailed evaluation in the Draft EIS by the Sound Transit Board of Directors..." There was direction by the ST Board to pursue creative options including 2 smaller sites. This DEIS fails to respond tho this direction.	L2-28
Appx F.1 Two-Site OMSF Option			1	Intro states that the two-site option was explored "in response to inquiries from partner jurisdictions..."; however the Sound Transit Board also gave direction to explore the two-site option (12/13/2012 Capital Committee Meeting; 12/20/2012 Executive Board Meeting).	L2-29
Appx F.1 Two-Site OMSF Option			5 Figure 4	This layout for a 48-car site demonstrates that the run-around track does not need to fill the entire area between BNSF and 120th. It also demonstrates that the number of vehicles stored may be the greater determinant of facility footprint. The DEIS should fully develop alternatives that address the potential to minimize impacts by redesigning or reducing the size of the facility.	L2-30
Appx F.1 Two-Site OMSF Option			9	Estimated ROW cost notes that the smaller 48 car option requires the same number of parcels to be purchased and thus no savings in the initial ROW costs. Parcel costs do not include any offset for the sale of the redevelopment of any of the sites.	L2-31
Appx F.1 Two-Site OMSF Option			10	Regarding Scenarios for Two Site OMSF: An additional scenario was not examined. E. Expand and continue use of the Forest Street OMF to serve the ST2 north south fleet; Construct a 48-car OMSF to serve the ST2 east fleet; in subsequent system expansion construct OMF at far north or south of system.	L2-32
Appx F.1 Two-Site OMSF Option			10	As the system grows beyond the current urban centers of Seattle and Bellevue, O & M facilities will not be as challenging to site. The East Link OMSF, particularly those proposed in Bel-Red, should not be sized to accomodate future light rail expansion.	L2-33

Sound Transit Link Operations and Maintenance Satellite Facility (OMSF)					
Opportunity Costs					
3. Opportunity Costs: comments respond to the DEIS not adequately addressing current and future impacts from loss of existing development and expected redevelopment, including impacts to adjacent properties.					
City of Bellevue					
Opportunity Costs					
Draft EIS Section	Section No.	Page No.	Exhibit/Table No.	Comment	
Executive Summary	Areas of Controversy and Issues to be Resolved	S-24		Additional area of controversy and issue to be resolved: SR 520 Alternative's displacement and relocation of more than 100 existing businesses that result in the highest cumulative annual property tax of any of the alternatives.	L2-34
3.2 Acquisitions, Displ	3.2.4	3.2-2	Table 3.2-1	In addition to the number of parcels affected and businesses displaced, the analysis should also include the number of jobs permanently displaced by the future OMSF use versus the planned and permitted uses for each site.	L2-35
3.3 Land Use	3.3.4.2	3.3-15 and 3.3-20	Tables 3.3-1, 3.3-2, 3.3-3	Displacement should be determined by taking the potential building square footage and dwelling units displaced in each of the alternatives to calculate the potential jobs and residents displaced by the project - and to take it one step farther, how much is the ridership potential reduced by this displacement?	L2-36
3.3 Land Use	3.3.4.2	3.3-14		Need to also examine the impact of OMSF on adjacent areas transitioning to transit-oriented development.	L2-37
3.3 Land Use	3.3.4.2	3.3-16	3.3-3	Be clear about assumed FARs/densities for development of both office and residential. The potential achieved densities and heights are not consistent with City projections.	L2-38

3.4 Economics	3.4	Overall comment		<p>Analysis fails to address the opportunity cost of locating this facility on the western edge of the Bel-Red planning area, foreclosing forever the option to build the type of residential and office development anticipated by the plan. This EIS needs to better account for this future impact.</p> <p>City of Bellevue analysis of the opportunity cost of the BNSF Alternative finds: The opportunity cost of the intended future redevelopment results in a loss to Bellevue revenues (property tax, B & O tax, and sales tax) estimated at more than \$6 million per year, just for the 23 acres occupied by the OMSF. In addition, Bellevue could lose up to \$50 million in impact and incentive fees that are earmarked for traffic and environmental mitigation in the area. The net present value of the fiscal benefits foregone from the assumed development over a 30 year period is estimated to be roughly \$140 million. This excludes the State's portion of the sales tax which would approach \$75 million alone during this period.</p> <p>City of Bellevue analysis analysis of the opportunity cost of the SR 520 OMSF (Alternative 4) finds: displacing existing and future development results in a loss to Bellevue revenues (property tax, B & O tax, and sales tax) estimated at more than \$1 million per year, just for the 25 acres occupied by the OMSF. The net present value of the fiscal benefits foregone from the assumed development over a 30 year period is estimated to be roughly \$64 million. This excludes the State's portion of the sales tax which would approach \$115 million alone during this period.</p>	L2-39
3.4 Economics	3.4.5	3.4-7		<p>More discussion is needed on the opportunity costs of using up TOD land for the OMSF. To say that it would just be a small percentage of overall economic conditions in both cities is not sufficient. The DEIS fail to analyze the impacts on surrounding properties from an OMSF being built adjacent to them, including impact of property value, lease rates, etc.</p>	L2-40
3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.2.3			<p>The section is wrong in concluding that "there is little to no community character in the areas south of SR 520"(Sec. 3.5.2.3). These uses comprise a coherent and positive community character of a vibrant retail corridor supporting a plethora of small independent businesses that serve community needs. Unfortunately, many of these businesses could not survive relocation.</p>	L2-41

3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.3.3	3.5-8		Description of existing land uses within the SR 520 study area is inaccurate for purposes of analyzing the impacts of this alternative. There is no mention of the area's adjacency to the 130th station node.	L2-42
3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.4.2	3.5-10		Currently the BNSF site is vacant, so how could the build alternative reduce total trips generated? DEIS should provide more detail about the number of people that would be working at the site and what their expected mode share would be.	L2-43
3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.4.4	3.5-11		Consider impacts to residents projected to be in the vicinity during the construction of the facility including current residential construction in the Spring District Phase I.	L2-44
3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.4.4	3.5-11		The majority of the BNSF site is located within the 120th station node, which has capacity for residential, office and commercial development. There are opportunity costs associated with the development of the BNSF alternative in that a prime site for mixed use development would be removed from the 120th node resulting a lower density of employment and population surrounding the station. Specify the impacts on regional housing and employment targets, and impacts on ridership.	L2-45
3.6 Visual and Aesthetic Resources	3.6.2	3.6-2		The analysis is only on the existing character and land uses in the area. If the facility will be up and running by 2020-23 timeframe, the analysis should also examine planned adjacent uses at that time, including those described in the Spring District and Pine Forest master plans.	L2-46
3.6 Visual and Aesthetic Resources	3.6.3.2	3.6-8		Section ignores future uses such as those contemplated in Spring District Master Plan (some of which are already under development), Pine Forest plan, and in potential development area along west side of 120th Avenue NE in BNSF Modified Alternative.	L2-47
3.6 Visual and Aesthetic Resources	3.6.3.2	3.6-8		Existing uses in the area also include a high-end auto dealership directly to the south.	L2-48
3.6 Visual and Aesthetic Resources	3.6.3.3	3.6-9		This section refers primarily to existing businesses (buildings separated from roadway with surface parking lots), where the plans for urban development in adjacent areas have been clearly articulated in the Spring District Master Plan for example.	L2-49

3.6 Visual and Aesthetic Resources	3.6.4.4	3.6-13		The OMSF may be "typical" of current uses, but not with future uses. Future uses such as those contemplated in Spring District Master Plan (some of which are already under development), Pine Forest plan, and in potential development area along west side of 120th Avenue NE in BNSF Modified Alternative.	L2-50
Executive Summary	Key Operationa and Environmental Impacts of the BNSF Alternative (and BNSF Modified Alternative)	S-16		"The BNSF is not consistent with planned future land uses in the area" is an inadequate description of the area. The proposed BNSF site alternative is within the 1/4 mile node around the 120th Ave. NE Station, which is currently being redeveloped with transit-oriented uses in the form of office and multifamily at the Spring District as part of Phase 1. The future phases of the Spring District and Pine Forest will bring additional multifamily, office, retail, and hotel uses. Include discussion of OMSF incompatibility with these uses.	L2-51
Executive Summary	Areas of Controversy and Issues to be Resolved	S-24		"Resolving conflicts related to locating the proposed project in areas envisioned for transit-oriented development within the City of Bellevue's Bel-Red corridor". Proposed BNSF site alternatives are within the 1/4 mile TOD node around the 120th Ave. NE Station, which is currently being redeveloped with transit-oriented uses in the form of office and multifamily at the Spring District as part of Phase 1. The future phases of the Spring District and Pine Forest will bring additional multifamily, office, retail, and hotel uses. Include discussion of OMSF incompatibility with these uses.	L2-52
Fact Sheet	Key Operational and Environmental Impacts of the BNSF (and BNSF Modified) Alternatives	S-16		"The BNSF is not consistent with planned future land uses in the area" is an inadequate description of the area. The proposed OMSF area is currently being redeveloped with transit-oriented uses in the form of office and multifamily at the Spring District as part of Phase 1. The future phases of the Spring District and Pine Forest will bring additional multifamily, office, retail, and hotel uses. Include discussion of OMSF incompatibility with these uses.	L2-53
3.3 Land Use	3.3.1	3.3-1		Include the approved Wright Runstad Master Plan under City of Bellevue documents.	L2-54
3.3 Land Use	3.3.3.2	3.3-10		Following discussion of approved Spring District Master Plan, information should be included on proposal for Pine Forest on 120th Ave NE, south of the proposed BNSF site alternative, within the 120th station node.	L2-55

3.3 Land Use	3.3.3.2	3.3-10		Information on Spring District should be updated to reflect recent permit approval for first phase of development and timeline for completion.	L2-56
Ch.4 Alternatives Analysis	4.1.2.2	4-8		For the BNSF Alternative "The OMSF is consistent and compatible with existing uses and would not result in substantial changes to the visual environment because the building mass, size, and use are typical of the surrounding area." Comment: Does not account for adjacent transitioning uses, particularly Children's Hospital (built 2010) and the Spring District project (2013 construction start of phase one).	L2-57
Ch.4 Alternatives Analysis	4.1.2.2	4-8		For the BNSF Modified Alternative "The OMSF is consistent with existing uses and would not result in substantial changes to the visual environment because the building mass, size, and use are typical of the surrounding area." See comment above.	L2-58
Ch.4 Alternatives Analysis	4.2	4-10		DEIS Alternatives Analysis fails to recognize that the conversion of land to light rail/transportation use would change the character of the BNSF site alternatives- where adjacent parcels are being redeveloped into a high density, mixed use neighborhood around transit- and would change the character of the SR 520 site alternative- where proposed and adjacent parcels form a thriving general commercial corridor of small businesses and high-end auto retail.	L2-59
Ch.4 Alternatives Analysis	4.3	4-11		Additional area of controversy and issue to be resolved: SR 520 Alternative's displacement and relocation of more than 100 existing land uses that result in the highest cumulative annual property tax of any of the alternatives.	L2-60

Sound Transit Link Operations and Maintenance Satellite Facility (OMSF)				
Cumulative East Link Analysis				
Comment:				
4. East Link and OMSF EIS Cumulative Analysis: comments respond to the DEIS potentially not addressing the cumulative impacts of the East Link and the larger OMSF facility. This section includes most environmental impacts.				
Note: The maintenance facility alternatives that were included in the East Link environmental analysis were facilities of 10 to 14 acres that would provide storage and maintenance for 40 to 50 vehicles. Sound Transit's 2012 proposal for a 20 to 25 acre OMSF that would store and maintain 80 to 96 vehicles was unforeseen in any proposal or analysis of Sound Transit's East Link project. This is not the facility considered and analyzed with East Link, and the impacts to Bellevue and the region are not the impacts that were considered and analyzed cumulatively with East Link.				
City of Bellevue				
Cumulative East Link Analysis				
Draft EIS Section	Section No.	Page No.	Exhibit/Table No.	Comment
Purpose	S-2			Comparing the two summaries of maintenance and storage needs in the OMSF DEIS and the East Link Project Final EIS (p. 2-39, Chapter 2.3.3 Maintenance Facility Alternatives, East Link Project Final EIS, July 2011) indicates, at best, an evolving understanding by Sound Transit of their storage and maintenance needs for the build out of ST2, even though they had been studying the build out of the system for over a few years by the time the East Link FEIS was published.
Alternatives Analysis		4-5		One of the arguments (i.e. advantages) for the east side sites stated in the DEIS (p. 4.5) is that with a Lynnwood facility tunnel restrictions would force more trains to the Forest Street OMF because, "For example, wheel defects would cause vibration and could not be moved through the tunnel underneath the UW campus." {OMSF DEIS, p. 4.5} Would that also mean a train that had wheel defects discovered north of the tunnel would be stranded because it could not travel through the tunnel to either the OMF or the OMSF? This also begs the question about how much and what level of maintenance would be performed at the OMSF, again the scope of the OMSF appears to have "evolved" since the East Link Project FEIS.

L2-61

L2-62

Purpose				The primary needs for the OMSF that appears to be driving both the location and size of the facility are storage and deployment of 80 to 90 LRVs. In the East Link Project FEIS there is mention of storage and turnback track in the former BNSF right-of-way purchased by Sound Transit and a part of or next to two of the alternative sites being considered for the OMSF. One of the options not studied in the OMSF DEIS that would address these primary needs and minimize the size and impacts of the OMSF is distribution of LRV storage to a few key locations. This would reduce the amount of storage space and property acquisition needed for the OMSF and facilitate deployment throughout the system to avoid the type of “bottleneck” cited in the DEIS that could happen at any of the OMSF sites. This would also reduce the amount of time needed for deployment and potentially increase the capacity of the OMF for storage of vehicles in need of maintenance rather than simply overnight storage. There are obviously logistical and cost implications that would need to be considered, but until there is an analysis of alternative approaches rather than simply alternative sites the trade-offs cannot be fully evaluated or understood.	L2-63
3.1 Transportation	3.1	3.1-6 to 3.1-10	includes Tables 3.1-3, 3.1-4	Transportation analysis for the East Link project did not include the impact of the Bel Red OMSF alternatives. Additional transportation analysis will be required, including impact of proposed Bel Red OMSF on East Link's 3 at grade road crossings.	L2-64
3.1 Transportation	3.1.5.4, 3.1.5.5 and 3.1.5.6			The number of truck trips generated seems very high for scale of project: BNSF: 3 months of ~95 truckloads (190 truck trips) a day or ~12 truckloads (24 truck trips) per hour. BNSF Modified: 5 months of ~140 truckloads (280 truck trips) a day or ~18 truckloads (36 truck trips) per hour. SR 520: 5 months of ~140 truck loads (280 truck trips) per day, and ~18 truckloads (36 truck trips) per hour	L2-65
3.2 Acquisitions, Displacer	3.2.2	3.2-7	Figure 3.2-4	Will the partial acquisition of parcels #'s 2725059061 and 2725059328 allow current uses to continue? If not, the 25 acre OMSF SR 520 alternative takes + the 4.5 acre construction staging takes leaves only one or two small parcels sandwiched between large light rail uses. It makes little difference that these are different projects. ST's full and partial takes of property for the 2 uses would stretch over 30 acres from 130th Ave NE to 136th Place NE.	L2-66

3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.3.2	3.5-8		A major community facility within the study area that is currently undergoing expansion is the Seattle Children's Hospital, whose parcel adjoins the BSNF modified site to the southwest. Noise could potentially impact the performance of this important community facility. Hospitals are typically considered sensitive receptors. Please address noise impacts in that light.	L2-67
3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.4.4	3.5-11		Consider a whole host of impacts to residents projected to be in the vicinity during the construction of the facility e.g. current residential construction in the Spring District Phase I. Include noise, vibration, traffic, etc.	L2-68
3.8 Noise and Vibration	3.8.6.3 Operational Noise and Vibration	3.8-22		Consider the intended uses not the existing uses in noise mitigation. The intended uses are identified in governing documents for this proposal	L2-69
3.9 Ecosystem Resources	General			Salmonids do occur in the lower reaches of Goff Creek. Correct discussion to reflect.	L2-70
3.9 Ecosystem Resources	3.9.2.4 Alternative 4—SR 520 (SR 520 Alternative) 3.9.4.6 Alternative 4—SR 520 (SR 520 Alternative)	3.9-7		Replacing open stream channel with a pipe is inconsistent with the Bel-Red Subarea Plan strategy of enhancing stream systems as redevelopment occurs - although on this site, the available incentives are less significant than in the "nodes" because of the level of development potential. Exceptional mitigation in downstream stream reaches would be expected if upstream degradation is unavoidable.	L2-71
3.9 Ecosystem Resources	3.9.3.4	3.9-7		Alternative 4 (SR 520 alternative) Removal of downstream barriers to salmonid migration is planned with a funding source. The stream should be considered salmonid habitat, including ESA listed species, near the time of construction/development of the OMSF. Giant Pacific Salamander (<i>Dicamptodon tenebrosus</i>) are known to spawn and rear upstream of this site.	L2-72
3.9 Ecosystem Resources	3.9		Fig 3.9-5	To avoid impacts to Goff Creek, DEIS should have analyzed shifting the location of this alternative be shifted to the East.	L2-73
3.9 Ecosystem Resources	3.9.4.6	3.9-23,24		The Bel-Red Landuse recommendations are designed to actively re-open and restore streams. Piping Goff Creek is diametrically opposed to the landuse vision of this area.	L2-74
3.9 Ecosystem Resources	3.9.4.6	3.9-24		Current habitat is isolated and degraded, but there is a vision and funding plan for opening and restoring the stream and connectivity to downstream habitats that currently support chinook, sockeye, coho, and cutthroat trout. This area should be considered potential salmon habitat, including ESA protected Puget Sound Chinook Salmon.	L2-75

Ch.4 Alternatives Analysis	4.1.2	4-7	Table 4-2	Table 4-2, Ecosystem – wetland buffer impacts does not account for the buffer of the wetland immediately north of the BNSF site. The wetland buffer should also include the stream buffer.	L2-76
Appx E.1. Transportation Technical Report	Transportation Technical Report	44, 48, 52		Transit ridership projections appear to be based on existing transit service, rather than on the planned transit service in the area, including East Link. Expect employee transit ridership to be much greater than that assumed.	L2-77
Appx E.2. Noise and Vibration Technical Report	3.4.1.2	3-8		Back up alarms are typically the greatest and most consistent source of irritation from a construction site. Consider requiring broadband alarms.	L2-78
Appx E.2. Noise and Vibration Technical Report	6.6.1	6-11	Table 6-7	Construction Noise is predicted at 50 feet. It would be helpful to see the prediction at the same receivers as Tables 6-4 thru 6-5	L2-79
Appx E.2. Noise and Vibration Technical Report	6.6.1.6	6-12		Construction noise is stated to be noticeable at Seattle Children's Hospital: Bellevue Clinic and Surgery Center and many surrounding businesses during the first two phases. Please quantify.	L2-80
Appx E.2. Noise and Vibration Technical Report	7.4.1, 7.4.2	7-4, 7-5		Clarify whether these mitigation techniques will be implemented.	L2-81
Appx E.3. Ecosystems Technical Report	Environmental Consequences	4-17		Would it be possible to reroute the portion of Goff Creek planned to be piped to maintain and enhance an open stream channel? It appears that the planned use for the area above where Goff Creek would be piped is surface parking. Certainly this use could be reconfigured to allow for an open stream channel to be maintained and enhanced.	L2-82

Sound Transit Link Operations and Maintenance Satellite Facility (OMSF)					
Public and Private Investments					
5. Public Investment: comments respond to the DEIS not adequately addressing the significant public investments that have been made in the Bel Red area. This includes City of Bellevue property, and King County's easement on the Eastside Rail Corridor.					
City of Bellevue					
Public Investment					
Draft EIS Section	Section No.	Page No.	Exhibit/Table No.	Comment	
3.9 Ecosystem Resources	3.9		Fig. 3.9-3	BNSF alternative - this location impacts the Bel-Red future vision of linked trail network between West Tributary and BNSF - the alternative is located directly on the Park gateway location.	L2-83
3.16 Utilities	3.16.4	3.16-2	3.16-2	All of the text referring to "...relocating utility poles that support overhead lines; relocating aerial utilities to taller or different types of poles; constructing new distribution lines to provide power to substations..." on these pages should show how the application of Utilities Element UT-39 would apply to such projects. This would include describing the lines in Table 3.16-2 as distribution or transmission, as this categorization influences how UT-39 applies. As well, chapters in the BCC (23-32 and 20.20.650) may have applicability which would influence how the impacts common to all build alternatives are characterized.	L2-84
3.18 Parklands and Open Space	3.18	3.18-4		The effect of the BNSF alternatives on the future Eastside Rail Corridor (ERC) trail is not fully analyzed. The DEIS acknowledges that a trail easement exists, but it does not provide any analysis of how the trail would interface, and in the case of the BNSF Modified Alternative traverse, and be affected by the presence and design of the OMSF. A trail next to or through a rail yard is typically less appealing to potential trail users due to safety and aesthetic concerns, especially visibility of the trail from adjacent uses which may be significantly reduced by the OMSF due to the security fencing around the facility. There is no discussion about how the facility could be designed to provide for the future trail. {OMSF DEIS, p. 3.18-4}	L2-85

3.18 Parklands and Open Space	3.18.1	3.18-1		The introduction states that "for the purposes of this analysis, parklands and opens spaces resources are defined as including... existing and proposed parks... [and]... existing and planned recreational trails." This is inconsistent with the first sentence of 3.18.3.2, which states that, "there are no parks, recreational areas, trails, open space... located within 0.25 miles of the BNSF Alternative or BNSF Modified Alternative site." If the methodology states that planned facilities are included, then the ERC planned Regional Trail and the Bellevue Spur planned recreational facilities should be included in the Section 4(f) analysis with more than a non sequitor paragraph disclosing that they exist, but with no explanation of why they are not being recognized in the formal 4(f) analysis. Listing the planned facilities as 4(f) resources does not imply a 4(f) use, but it does require the DEIS to explain why there is no use of the resource, if in fact that is the determination.	L2-86
3.18 Parklands and Open Space	3.18.3.2	3.18-4		Bellevue Parks owned property adjacent to the south edge of the project site is identified as a future planned park facility per Bellevue Comprehensive Plan BelRed Subarea Plan Project 207. Evaluate this site for potential 4(f) use.	L2-87
3.18 Parklands and Open Space	3.18.3.2	3.18-4		Delete the following phrase: " This property is currently undeveloped and there are no specific plans or funding development of this property as a park resource. " Per DOT 4(f) Policy Paper (2012) guidance, funding availability is inconsequential to the property's status as a significant planned park resource.	L2-88

3.18 Parklands and Op	3.18.5.4	3.18-9		DEIS states, "BNSF Alternative and BNSF Modified Alternative would not preclude development of the City of Bellevue-owned parcel for recreational or other use in the future." Comment 1: Why is the DEIS analyzing the Alternative's potential impacts to a property that the DEIS claims is not a Section 4(f) resource? Instead, categorize the property as a Section 4(f) resource and use this analysis in the determination of 4(f) use. Comment 2: City Council Ordinance 5904, approved September 8, 2009, authorized the purchase this parcel. Agenda states: "The Spur, approximately 1.08 acres, is a desirable acquisition to ensure future access to a multi-purpose trail that may be developed within the Burlington Northern rail corridor." Contrary to the DEIS statement, the DEIS alternatives <u>may</u> preclude the ability of this parcel to be used for its intended recreational use. A no impact determination can only be claimed in the DEIS if a future pedestrian trail connection is preserved between the property and the ERC, or at another location acceptable to the City of Bellevue.	L2-89
Ch.4 Alternatives Analysis	4.1.2	4-7	Table 4-2	Table 4-2, Parkland – additional line should be added to address impacts on long-term and planned park projects.	L2-90
Ch.4 Alternatives Analysis				Current programs at the Public Safety Training Facility include regional training for police and fire personnel, including: Recruit firefighter training; Live fire training/ shooting range; Motorcycle training; SWAT training; Special operations training (confined space, structural collapse, high-angle rescue, trench rescue); Fire suppression with fire hose and ladders; Helipad; Forcible entry training; Ventilation roof props; Vehicle extrication; Regional hazardous materials training; Driver/Operator/ Aerial Operator/ Tiller Operator training; Pump operations; High-rise training; Search & Rescue; K9 kennel operations including K9 office, kennel for temporary K9 kenneling, bathing and hygiene facility; and a host of classroom training including: Emergency Medical Technician (EMT), Incident Command, NIMS, Post Incident Analysis, Incident Safety, Trauma Training, etc. The Public Safety Training Facility is a potential acquisition under the BNSF Modified Alternative.	L2-91

Appx D. Section 4(f)/6(f) Evaluation		D-5 to 10		DEIS should list City of Bellevue's railroad spur south of the BNSF alternatives as a Section 4(f) property. It's future as a trailhead for the ERC trail is well documented in our Comp Plan (BelRed Subarea Plan on the Parks System Projects map and project list). There may not be a 4(f) use if there remains a physical connection between our property and the trail/rail envelope after the project is complete, but it should at least be documented and not completely silent.	L2-92
Appx D. Section 4(f)/6 Introduction		D-1		This evaluation is incomplete without any disclosure or analysis of publicly owned properties planned for park and recreation area purposes even though they are not presently functioning as such. Per DOT 4(f) Policy Paper (2012) guidance, these properties are eligible for Section 4(f) analysis of potential use. These properties should be added to Table D-1 and analyzed as such.	L2-93
Appx E.1. Transportation Technical Report		45, 49, 53		Non-motorized section should include a discussion of the planned Eastside Rail Corridor trail, the existing SR 520 Trail and all planned improvements consistent with the Bel-Red Subarea Plan and the Pedestrian and Bicycle Transportation Plan. Bicycle trips for commuting purposes should also be considered since the facility will be well served by bicycle infrastructure.	L2-94
Appx G. Conceptual Plans			Fig. S-4a	BNSF Modified Alternative straddles the Eastside Rail Corridor and adds 4 at-grade road crossings and 2 at-grade LRT track crossings of the trail. These intersections represent potential conflicts between trail users and ST operations. If this alternative is selected, the trail should be routed around the OMSF to the west for a length of approximately 2,000'.	L2-95
Appx G. Conceptual Plans			Fig. S-2e	Lynnwood Alternative would build 3 storage tracks and access road in the Eastside Rail Corridor requiring up to 75' of corridor width, for a length of 1,500'. This could reduce the width available for other trail and utility uses to 25'. This could potentially accommodate a trail, depending on topography, but no other uses.	L2-96
Appx G. Conceptual Plans			Fig. S-3a	BNSF Alternative, 2 tracks and 1/2 the width of an access road would be constructed in the Eastside Rail Corridor. Width used appears to be approximately 45' leaving 55' available for other uses. This accommodates a trail, and may accommodate other uses.	L2-97

Sound Transit Link Operations and Maintenance Satellite Facility (OMSF)					
Technical Comments					
6. Technical Comments: comments on this page identify errors, incomplete information or inconsistencies.					
City of Bellevue					
Technical Comments					
Draft EIS Section	Section No.	Page No.	Exhibit/Table No.	Comment	
Ch.2 Alternatives	2.2.3	2-5		"The fencing would be selected to aesthetically fit with the OMSF and its surrounding environment...", note that fence design must be consistent with adopted Bel Red Design Guidelines.	L2-98
Ch.2 Alternatives	2.9	2-31	Table 2-3	Why is the employee need for Lynnwood + BNSF storage higher than Bel Red Alternatives? Table 2-3 shows no reduction in the employees needed for Lynnwood, although smaller number of trains are cleaned (28 additional employees including 15 additional maintenance employees).	L2-99
Ch.3 Introduction (Affected Env and Env Consequences)		3-3 to 3-7	Table 3-1	Add to Foreseeable Future Actions list the Eastside Rail Corridor Regional Advisory Council Report , found at: http://www.kingcounty.gov/operations/erc-advisory-council.aspx	L2-100
3.3 Land Use	3.3.5	3.3-18		Section Heading is "Urban Land Institute Analysis" but half of section describes market analysis and building podium studies by Kidder Matthews, not the Urban Land Institute. Section does not include the ULI Panel's recommended strategies for the four alternatives. All ULI materials should be added to EIS record.	L2-101
3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.2 Affected Environment		Figure 3.5-2, 3, 4	Neighborhood names on maps are not consistent with Bellevue's neighborhoods or Subareas. Please request GIS layers for 'neighborhood areas' and 'neighborhoods' from City of Bellevue GIS to be able to correctly identify which neighborhoods would be impacted. e.g. Bel Red is labeled "Overlake Bellevue". The Overlake neighborhood is in Redmond, not Bellevue.	L2-102

3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.2	3.5-1		<p>"While the BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative have study areas with minority populations above 50%, much of the population in these study areas are located along the edges of the alternative sites where development is more oriented toward residential land uses and less toward commercial and industrial land uses. Accordingly, the environmental justice populations in the (Bel Red) Alternative sites are distant enough from these sites that no impacts would occur." While this statement is true of existing population within the BNSF study area, capacity for residential development exists in close proximity to the BNSF site, and the proportion of future minority populations within the BNSF study area.</p> <p>Impacts to future minority populations living within the study area should be analyzed.</p> <p>Capacity for residential development is twice as great within the 130th node, and though the SR 520 site is located outside of the station node, the node falls completely within the SR 520 study area, and therefore impacts to future populations, including minorities should be analyzed.</p> <p>For both study areas it is more difficult to predict the proportion of low-income residents that will be residing in the study areas in the future. Zoning regulations for development within the Bel-Red area incentivise development of affordable housing and as part of the Growing Transit Communities work equity goals have been promoted. Predicting the number or proportion of low income residents living within the study area in the future is less viable.</p>
3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.3	3.5-7	3.5-1	<p>2010 Census population figures for blocks within 0.5 miles of the BNSF and SR 520 sites are high by a factor of at least three. In addition, the large majority of population within many blocks intersecting the study areas is located outside of the study areas. Perhaps these figures represent population counts for Census tracts intersecting the study area instead of Census blocks, as labeled in the table. Additional columns of projected population and employment within the study area in 2020 and 2030 should be added to the table.</p>

L2-103

L2-104

3.6 Visual and Aesthetic Resources	3.6.3.3	3.6-9		Narrative says views of SR 520 alternative from the north are blocked by vegetation and landforms. Actual view blockage may depend on location. Adding a Key Observation Point (KOP) with simulation is needed to address neighborhood concerns about the view.	L2-105
3.6 Visual and Aesthetic Resources	3.6		Fig 3.6-3	Add KOP with simulation north of SR 520 looking south (see comment above)	L2-106
3.6 Visual and Aesthetic Resources	3.6.3	3.6-6		Analysis should include views from taller buildings planned for the east side of 120th Avenue NE of the BNSF OMSF options. And also views from the redevelopment area on the west side of 120th Avenue as part of the BNSF Modified Alternative.	L2-107
3.6 Visual and Aesthetic Resources	3.6.4.4	3.6-13		Statements about chain-link fencing need more explanation about what will happen per city's code.	L2-108
3.6 Visual and Aesthetic Resources	3.6.4.5	3.6-13		Statements about chain-link fencing need more explanation about what will happen per city's code.	L2-109
3.9 Ecosystem Resources	3.9		Figure 3.9-4	Figure 3.9-4 showing wetlands and buffers appear to show an incorrect buffer for the E2-4 wetland immediately north of the BNSF alternative sites. This corresponds to the incorrect summary of wetland buffer impacts listed in Table 4-2. Also, these figures should include the stream buffer.	L2-110
Ch.4 Alternatives Analysis	4.1.2.2	4-9		Top of page: "The OMSF configuration would better accommodate future mixed-use development, consistent with land use plans nearest to the light rail station." Was this supposed to read "The BNSF Modified configuration...?"	L2-111
Appx F.1 Two-Site OMSF Option		3		"The future OMSF will need to accommodate a minimum of 76 vehicles (180 fleet - current 62 car fleet = 76 vehicles)" That should be 180 fleet requirement - 104 OMF capacity = 76 vehicle capacity needed at OMSF.	L2-112
Appendix F.3 Visual Simulations				Analysis should include oblique sketches (bird's eye view) done for the OMSF options that show in three dimensions the facility and adjacent land use context. Consider including future uses as well (those in adopted master plans).	L2-113
Appendix F.3 Visual Simulations		F.3-3	Key Map 3	Why was KOP "A" taken from so far away?	L2-114
Appendix G Conceptual Plans			Figures 3, 5, 7	Children's Hospital building footprints missing from conceptual plans. Good to have for context.	L2-115

Responses to Letter L2, City of Bellevue, Planning and Community Development

Response to Comment L2-1

Sound Transit is the State Environmental Policy Act (SEPA) lead agency for the OMSF project. If an OMSF alternative is identified as the alternative to be built in Bellevue, Sound Transit will work with the City of Bellevue to meet its permitting requirements. No additional environmental review should be required.

Response to Comment L2-2

Please see responses to Common Comments 10 through 13 and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-3

Please see the response to Common Comment 3 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. The Preferred Alternative has been designed to include many of these suggestions.

Response to Comment L2-4

Chapter 3, Section 3.3, *Land Use*, of the Final EIS, discusses both existing land uses and current zoning. It also describes potential changes in land use that could occur as a result of the proposed project and evaluates the consistency of the proposed project with local and regional planning policies. A discussion of opportunity cost, based on the development scenarios identified during the stakeholder process described in Chapter 2, *Alternatives Considered*, of the Final EIS, has been included in Chapter 3, Section 3.3, *Land Use* (Section 3.3.5), of the Final EIS. Please also see responses to Common Comments 12, 23, and 24 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-5

Indirect and cumulative impacts that could occur in correlation with the East Link and Lynnwood Link Extension projects are discussed in the *Indirect and Cumulative Impacts* sections for each environmental resource in Chapter 3, *Affected Environment and Environmental Consequences*, of the Final EIS.

Response to Comment L2-6

Chapter 2, *Alternatives Considered*, of the Final EIS, states that the Eastside Rail Corridor is “railbanked,” which preserves the corridor for reactivation of freight service and allows for interim trail use. As described in Appendix D, the Eastside Rail Corridor is formally reserved for a future transportation use and therefore does not qualify as a Section 4(f) resource. The plan for a future regional trail in the Eastside Rail Corridor is acknowledged in Chapter 3, Section 3.18, *Parks and Open Space* (Section 3.18.3.1), of the Final EIS. King County, as the official interim trail sponsor, has initiated the trail master planning process. However, because the regional trail has not been designed or approved and funding has not been secured, it is not included as a reasonably foreseeable future action. The design of both the Preferred Alternative and the BNSF Modified Alternative acknowledges the railbanked status of the corridor by allowing sufficient width and

height clearances to accommodate a future trail and future freight or passenger rail use along the corridor.

The *Bellevue Parks & Open Space System Plan* (City of Bellevue 2010) notes that Bel-Red and BNSF Greenway Trails projects (OST-5 and OST-7) are recommended capital projects and associated with the Eastside Rail Corridor and the NE 15th/16th Street corridors. Specific locations for connections to the Eastside Rail Corridor are not identified in the plan. Because locations are not identified, impacts related to connections cannot be analyzed. Similarly, the “T2” Trail Head project (Project 207) is listed in the *Bel-Red Subarea Plan*. This project is characterized as a trailhead and minipark at the 15th/16th Street Parkway and Eastside Rail Corridor crossing, but the specific location and design for connecting these two grade-separated, multi-purpose trails has not been defined. The Preferred Alternative and the BNSF Modified Alternative would not preclude development of a connection to the Eastside Rail Corridor in the vicinity of the sites. As described in Chapter 2, *Alternatives Considered*, of the Final EIS, the project description for the Preferred Alternative has been updated. This alternative would include development of an interim crushed-gravel trail in the Eastside Rail Corridor in the vicinity of the OMSF, a similarly designed trail connection on the north side of the OMSF between the Eastside Rail Corridor and 120th Avenue NE, and a multi-purpose path along 120th Avenue NE to provide non-motorized connectivity between the Eastside Rail Corridor and the East Link 120th Avenue Station area. Further, as described in Chapter 3, Section 3.0, *Affected Environment and Environmental Consequences* (Section 3.0.1), of the Final EIS and shown in Figures 3-1 and 3-2, the Preferred Alternative design has been modified to accommodate potential TOD around and partially over the south and east sides of the OMSF. The conceptual development scenario depicted in this section of the Final EIS could include a non-motorized trail connection between the Eastside Rail Corridor and the East Link 120th Avenue Station area on the south side of the OMSF; this would be integrated with the roadway network that would serve the development parcels. This potential trail connection would be built by others as part of a larger development. These modifications to the project have been included in the analysis presented in Chapter 3, Section 3.18, *Parks and Open Space*, of the Final EIS as well.

Response to Comment L2-7

Comment noted. Please see responses to Comments L2-8 through L2-115.

Response to Comment L2-8

Since the Draft EIS, the Preferred Alternative has been designed to address and resolve this area of controversy, as described in Chapter 2, *Alternatives Considered*, of the Final EIS. Please also see the response to Common Comment 13 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-9

The Transportation Goal is appropriate as stated in the Final EIS. No change has been made.

Response to Comment L2-10

The Final EIS has been revised to include Resolution No. R2012-24, Sound Transit’s TOD policy, in Chapter 3, Section 3.3, *Land Use* (Section 3.3.1). Please see response to Common Comment 13 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-11

Although specific research that documents the correlation between TOD around a light rail station and the location of an OMSF has not been identified, Chapter 3, Section 3.3, *Land Use* (Section 3.3.4.2), provides information regarding areas where some U.S. municipalities have located maintenance facilities in existing urban areas in the vicinity of stations. The section discusses a Boston Massachusetts Bay Transportation Authority line, which has an end-of-line station adjacent to a light rail maintenance facility; a Minneapolis Transit maintenance facility, which has two platform stations, one to the north and one to the south of the facility, both within a 0.25-mile radius of the maintenance facility; and the characteristics of the Los Angeles Metro Santa Fe Yard, which has one station within a 0.25-mile radius and another station within a 0.50-mile radius.

Response to Comment L2-12

Chapter 3, Section 3.3, *Land Use*, and Section 3.5 *Social Impacts, Community Facilities, and Neighborhoods*, of the Final EIS states that the OMSF would be consistent with existing surrounding uses, and operation of the OMSF would have little impact on existing neighborhood quality and character. Section 3.3 also states that the OMSF is generally not consistent with the Bel-Red zoning designations. The proposed project would incorporate context-sensitive design considerations in accordance with local comprehensive plans, overlay zones, and development standards, such as building setbacks, heights and massing, landscaping, façade treatment, and urban design character.

Response to Comment L2-13

Mitigation measures, best management practices (BMPs), project commitments, and design features would be incorporated to the SR 520 Alternative, as stated in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, of the Final EIS . As described in Chapter 2, *Alternatives Considered*, of the Final EIS, one concept identified by the Urban Land Institute Advisory Services Panel included extending the footprint of the OMSF eastward to create additional space along 130th Avenue NE for daylighting Goff Creek and creating a “gateway” to the Bel-Red subarea. If this SR 520 Alternative is identified by the Sound Transit Board, these concepts would be explored further during final design.

Response to Comment L2-14

Measures to help activate streetfront development on 120th Avenue NE have been incorporated into the design of the Preferred Alternative. This includes providing more space along street frontages, which would allow for redevelopment and/or site screening of the OMSF through preservation of existing vegetation or creation of landscaped area.

Response to Comment L2-15

Please see response to Comment L2-8.

Response to Comment L2-16

Please see response to Common Comment 3 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-17

The capital cost of developing the proposed project does not include potential monies from sales of surplus lands. The value of surplus land is not known because it would be dependent on market conditions at the time of disposition.

Response to Comment L2-18

Please see the response to Common Comment 3 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-19

The Summary of the Final EIS, under the heading *Comparison of Alternatives*, states that there is insufficient land area available to expand the Forest Street OMF without vacating or closing 6th Avenue S and/or Airport Way, which provides for freight mobility in the SODO industrial area. Chapter 3, Section 3.1, *Transportation* (Section 3.1.1), of the Final EIS describes system-wide light rail transit operations, which include two operating lines. Without expansion, the Forest Street OMF will serve primarily the fleet operating on the north–south (Lynnwood to Kent/Des Moines) operating line. The OMSF (whether located in Lynnwood or Bellevue) will serve primarily the fleet operating on the north–east (Lynnwood to Overlake Transit Center) operating line.

Appendix F.1, *Additional Detail on the Two-Site OMSF Option*, of the Final EIS evaluates the feasibility of constructing and operating two smaller OMSF sites to support ST2 light rail fleet requirements. The analysis and findings discussed in this document confirm the assessment made during the EIS scoping process (i.e., that a two-site OMSF option should not be analyzed further). Chapter 2, *Alternatives Considered* (Section 2.3.1), of the Final EIS documents the conclusions regarding why the two-site option was not pursued.

Response to Comment L2-20

Please see response to Comment L2-19.

Response to Comment L2-21

Sound Transit has assessed opportunities for overbuilding at the OMSF to allow for TOD through the stakeholder review process described in Chapter 2, *Alternatives Considered* (Section 2.4), of the Final EIS and ongoing coordination with the City of Bellevue. The Preferred Alternative has been designed to facilitate future development adjacent to and over portions of the OMSF, as described in Chapter 2, *Alternatives Considered* (Section 2.6.1), and Chapter 3, Section 3.0, *Affected Environment and Environmental Consequences* (Section 3.0.1), of the Final EIS.

The financial feasibility of constructing new development above or adjacent to the OMSF is a function of the cost of the development opportunity compared with alternatives available in the market place. The *OMSF BNSF Overbuild Market Assessment* (Kidder Mathews 2014) examined the cost to acquire development sites in the area and compared that with the cost of development over the OMSF (i.e., overbuilding by way of construction of a podium over portions of the OMSF). The analysis concluded that, in the foreseeable future, development over the OMSF is not likely because of the relatively lower land cost for adjacent properties.

Response to Comment L2-22

As described in Chapter 2, *Alternatives Considered* (Section 2.3.1) of the Final EIS, following the Sound Transit Board's direction to consider creative options, the feasibility of constructing and operating two smaller OMSFs to support ST2 light rail fleet requirements was studied. Information regarding this evaluation is included in Appendix F.1, *Additional Detail on the Two-Site OMSF Option*. Please also see response to Comment L2-19.

Response to Comment L2-23

Please see response to Comment L2-22.

Response to Comment L2-24

Comment noted. Sound Transit evaluated ways to reduce the OMSF footprint, as recommended in the Urban Land Institute report and through the stakeholder process described in Chapter 2, *Alternatives Considered*, of the Final EIS. The footprint of the Preferred Alternative has been reduced from 23 acres to 21 acres, leaving approximately 6 acres available for redevelopment. Please see response to Common Comment 3 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-25

Chapter 2, *Alternatives Considered* (Section 2.3.1), of the Final EIS describes the storage capacity requirements of the OMSF. It states the OMSF would need to provide service and inspections for approximately half the ST2 fleet (about 90 vehicles), with sufficient fleet capacity to allow expansion of the light rail system beyond ST2 in the corridor where it is located. To accommodate 90 cars, 12 rows of storage tracks would be needed.

Response to Comment L2-26

As discussed in Chapter 2, *Alternatives Considered* (Section 2.3.1), of the Final EIS, the dimensions and configuration of a typical light rail operations and maintenance facility are driven primarily by the amount of space required for a runaround track. The amount of acreage required is driven by the size of the maintenance building and the number of storage tracks needed to accommodate the fleet. The total site requirement of 20 to 25 acres of usable lands resulted from an analysis of programming requirements and several similar light rail maintenance facilities. The summary of space needs is inclusive of totals for office, support, shop, repair position, and storage areas. Please see response to Comments L2-19 and L2-25.

Response to Comment L2-27

Following the release of the Draft EIS, King County Metro and Sound Transit participated in the stakeholder meetings held in September and October 2014. Light rail and bus maintenance facilities have different functions and space needs. Co-locating light rail train and bus storage and maintenance would not reduce the amount of space needed for the facilities because bus storage, circulation, maintenance, and fueling functions would need to be kept separate from light rail train storage, maintenance, and circulation. Co-locating administrative office functions and/or employee parking for both facilities would not substantially reduce the overall amount of space needed for maintenance and storage of each fleet.

Response to Comment L2-28

Please see response to Comments L2-19 and L2-22.

Response to Comment L2-29

Please see response to Comments L2-19 and L2-22.

Response to Comment L2-30

The ability to accommodate 12 rows is important for future fleet and associated service requirements (see Chapter 2, *Alternatives Considered* [Section 2.2.1], of the Final EIS). As design efforts progressed, Sound Transit has reduced the footprint of the Preferred Alternative from 23 acres to 21 acres (see Chapter 2, *Alternatives Considered* [Section 2.6.1], of the Final EIS). Sound Transit will continue efforts to reduce environmental impacts as design of the OMSF advances. Please see response to Common Comment 3 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-31

Please see response to Comment L2-17.

Response to Comment L2-32

Please see response to Comment L2-19.

Response to Comment L2-33

Please see response to Comment L2-25.

Response to Comment L2-34

Please see responses to Common Comments 8 and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-35

Please see the response to Common Comment 7 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-36

As described in Chapter 3, Section 3.4, *Economics* (Section 3.4.4), the estimated number of employees displaced is based on Puget Sound Regional Council employment data and square-foot-per-employee estimates, as well as the current use for each displaced building. Please also see responses to Common Comments 7 and 12 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-37

Reasonably foreseeable future actions, such as the Spring District development near the Preferred Alternative and BNSF Modified Alternative, were considered in the impact analysis. Please see the response to Common Comment 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS and response to Comment L2-11.

Response to Comment L2-38

The development potential in Chapter 3, Section 3.3, *Land Use* (Table 3.3-3), in the Final EIS was based on the amount of surplus land, local jurisdictions' zoning regulations, and present-day market conditions for the BNSF Modified, SR 520, and Lynnwood Alternatives. The estimate for the Preferred Alternative has been updated to reflect potential development, based on the amount of land available and the City of Bellevue's zoning regulations. The estimate for development potential for the Preferred Alternative does not reflect present-day market conditions. The assumptions made are described in the table footnotes and in Chapter 3, Section 3.3, *Land Use* (Section 3.3.5).

Response to Comment L2-39

Please see the response to Common Comment 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-40

Please see the response to Common Comment 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-41

The statement in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, of the Final EIS compares the SR 520 Alternative site to the Bridle Trails neighborhood to the north, which has strong, cohesive residential neighborhood character. As stated in the section, there are no residential uses at the SR 520 Alternative site.

Response to Comment L2-41

The statement in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, of the Final EIS has been revised to compare the land uses on the SR 520 Alternative site to the land uses in the Bridle Trails neighborhood north of SR 520, which has strong, cohesive residential neighborhood character. As stated in the section, there are no residential uses on the SR 520 Alternative site or in the surrounding areas. The description of the SR 520 site goes on to acknowledge the businesses and community facilities located within and surrounding the SR 520 site. Impacts on these businesses and facilities are acknowledged and described in Chapter 3,

Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods* (Section 3.5.4.4), of the Final EIS.

Response to Comment L2-43

As discussed in Chapter 3, Section 3.1, *Transportation*, of the Final EIS, the assessment of traffic impacts was based on a comparison of the proposed number of OMSF trips with the trip generation estimates for the current land uses at each alternative site. For the Preferred Alternative and BNSF Modified Alternative, the former International Paper Facility was assumed to be operational, not vacant, for purposes of the trip generation estimates for existing uses.

Response to Comment L2-44

The discussion of construction impacts at the build alternative sites considered existing residents and neighborhoods. Construction impacts on any future residential uses would be similar to those impacts.

Response to Comment L2-45

As shown in Chapter 3, Section 3.3, *Land Use* (Table 3.3.1), of the Final EIS, approximately 4 acres of the 21-acre Preferred Alternative footprint is within a 0.25-mile radius of the 120th Avenue Station; it would occupy approximately 4% of the land within 0.25 mile of the 120th Avenue Station area node. The site layout for the Preferred Alternative has been refined to maximize TOD potential. Please see the responses to Common Comments 11 and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-46

Chapter 3, Section 3.6, *Visual and Aesthetic Resources* (Section 3.6.5), of this Final EIS considers potential cumulative visual impacts of the proposed project on reasonably foreseeable projects, such as the Spring District. Chapter 3, Sections 3.2, *Acquisitions, Displacements, and Relocations*; 3.3, *Land Use*; and 3.8, *Noise and Vibration*, of the Final EIS consider the potential cumulative impacts of developing the OMSF with the reasonably foreseeable projects, such as the Spring District. As of April 2015, the City of Bellevue has not approved the Pine Forest Master Plan; therefore, it is not included as a reasonably foreseeable future action.

Response to Comment L2-47

Please see response to Comment L2-46.

Response to Comment L2-48

Chapter 3, Section 3.6, *Visual and Aesthetic Resources* (Section 3.6.3.1), of the Final EIS has been updated to list the auto dealership located south of the Preferred Alternative and BNSF Modified Alternative sites; inclusion of the auto dealership in the landscape unit description does not change the results of the analysis because the auto dealership does not represent a key view or sensitive viewer.

Response to Comment L2-49

Please see response to Comment L2-46.

Response to Comment L2-50

Please see response to Comment L2-46.

Response to Comment L2-51

Chapter 3, Section 3.3, *Land Use* (Table 3.3-1), of the Final EIS provides details regarding the amount of land within a 0.25-mile radius of the Preferred Alternative and BNSF Modified Alternative sites, both of which would absorb approximately 4% of the total land within the 0.25-mile walkshed of the 120th Avenue Station.

The proposed project would incorporate context-sensitive design considerations, which would vary according to the local comprehensive plans, overlay zones, and development standards that govern items such as, but not limited to, building setbacks, heights and massing, landscaping, façade treatment, and urban design character.

Response to Comment L2-52

Please see responses to Comments L2-46 and L2-51.

Response to Comment L2-53

Please see responses to Comments L2-46 and L2-51.

Response to Comment L2-54

The Spring District Master Plan has been added to Chapter 3, Section 3.3, *Land Use* (Section 3.3.1), of the Final EIS as one of the City of Bellevue documents that govern land use in the study area.

Response to Comment L2-55

Reasonably foreseeable future actions, which are defined in Chapter 3, *Affected Environment and Environmental Consequences* (Section 3.0.2), of the Final EIS, are assessed in the cumulative impact section for each environmental resource included in Chapter 3. As of April 2015, the status of the Pine Forest Master Plan application is reported by the City of Bellevue as being in review. Because the master plan has not been approved, it is not included as a reasonably foreseeable future action.

Response to Comment L2-56

Chapter 3, Section 3.3, *Land Use*, of the Final EIS, acknowledges permit approval. It also documents that construction of the Spring District Master Plan development began in 2013 and is expected to end by 2028. Chapter 3, Section 3.3, *Land Use* (Table 3-1), of the Final EIS has been updated to provide further details regarding the scheduling of Phase 2 and Phase 3 activities at the Spring District development.

Response to Comment L2-57

Chapter 3, Section 3.6, *Visual and Aesthetic Resources*, of the Final EIS analyzes potential impacts on the Spring District in the *Operational Impacts* portion of Section 3.6.4 and in Section 3.6.5, *Indirect and Cumulative Impacts*. Visual impacts on Seattle Children's Hospital: Bellevue Clinic and Surgery Center and the planned expansion of the clinic are also discussed in Chapter 3, Section 3.6, *Visual and Aesthetic Resources*, (Section 3.6.4.3), of the Final EIS. Chapter 4, *Alternatives Analysis* (Section 4.1.2.2), of the Final EIS acknowledges that although the OMSF is consistent and compatible with existing uses, it is not consistent with Bel-Red land use plans and zoning designations.

Response to Comment L2-58

Please see response to Comment L2-57.

Response to Comment L2-59

Please see the responses to Common Comments 8, 11, 12, and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-60

This comment is duplicative with respect to Comment L2-34; please see the response to that comment.

Response to Comment L2-61

Based on the service assumptions at that time, the 2011 *East Link Final EIS* identified the need and potential locations for a second storage and light maintenance facility to serve primarily LRVs on the East Link alignment. The *East Link Final EIS* notes that the location would be determined through future operations analysis and site planning. As described in Chapter 2, *Alternatives Considered* (Section 2.2.1), of the Final EIS, Sound Transit prepared its *Core Light Rail System Plan Review* memorandum in September 2012, which reviewed and evaluated the Core Light Rail System Expansion Operating Plan, focusing on the operations and maintenance facility needs associated with the expansion. This assessment was used to help inform the Sound Transit Board decision regarding where the OMSF alternatives should be located to support ST2 light rail fleet and storage requirements efficiently and cost effectively.

Response to Comment L2-62

The level of maintenance at the OMSF is discussed in Chapter 2, *Alternatives Considered*, of the Final EIS. If the OMSF were located in Bellevue, a train that developed a wheel defect north of the U-Link tunnel would most likely be stored temporarily at the storage track at the Northgate Station. After an assessment of the defect, the vehicle would be moved to the Forest Street OMF in Seattle or the OMSF. This would require operating at a much lower than normal speed to avoid vibration under the University of Washington campus and could require recovering the vehicle after normal operating hours.

Response to Comment L2-63

Sound Transit has explored alternative systems and sites for performing operations and maintenance for the expanded light rail system. Storage and deployment are not the only system needs for the expanded ST2 fleet. Fleet maintenance capacity and function cannot be efficiently and

cost effectively developed at “a few key locations.” As described in Chapter 2, *Alternatives Considered* (Section 2.3.1), and Appendix F.1, *Additional Detail on the Two-Site OMSF Option*, of the Final EIS, the feasibility of constructing and operating two smaller OMSFs to support ST2 light rail fleet requirements was evaluated and considered. Please see responses to Comments L2-22 and L2-25.

Response to Comment L2-64

Chapter 3, Section 3.1, *Transportation*, and Appendix E.1, *Transportation Technical Report*, of the Final EIS evaluate the potential transportation impacts of three OMSF alternative sites in Bellevue. None of the build alternatives would construct any new at-grade crossings. Lead-track configurations for all of the build alternatives would allow LRVs to enter and exit the OMSF along an exclusive right-of-way. As described in Section 3.1.5.2, locating an OMSF in Bellevue will not increase the number or frequency of trains operating on the East Link alignment.

Response to Comment L2-65

The assumptions for potential truck trips associated with demolition and earthwork are presented in Appendix E.1, *Transportation Technical Report*, of the Final EIS. The number of truck trips was based on anticipated worst-case cut-and-fill volumes. It is possible that the actual volume of materials transported would be less, larger trucks would be used, or two-way hauling would be used to reduce the number of truck trips.

Response to Comment L2-66

The northern portions of parcels 2725059061 and 2725059328, adjacent to SR 520, would be acquired for the SR 520 Alternative. It is anticipated that the proposed project would not displace the existing uses on these parcels. Chapter 3, Section 3.3, *Land Use* (Section 3.3.6.2), of the Final EIS describes the cumulative effects on land use and property acquisition with implementation of the proposed project in conjunction with the East Link project and other planned projects.

Response to Comment L2-67

Following publication of the Draft EIS, further analysis of noise impacts from the Preferred Alternative on the Seattle Children’s Hospital: Bellevue Clinic and Surgery Center planned expansion was performed; the analysis concluded that there would be no noise impacts under either the FTA or City of Bellevue Noise Control Ordinance criteria (see Appendix E.2, *Noise and Vibration Technical Report* (Section 6.2.1), *Noise Impacts*, of the *Final EIS*). Please refer to response to Common Comment 25 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding concerns about noise impacts on the Seattle Children’s Hospital: Bellevue Clinic and Surgery Center.

Response to Comment L2-68

Please refer to the response to Common Comments 11, 23, 24 and Comment L2-46.

Response to Comment L2-69

Please refer to response to Common Comment 24 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-70

Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.3.3), of the Final EIS states that salmonids occur in the lower reaches of Goff Creek downstream of the site, below a blocking culvert under Bel-Red Road, and about 0.4 mile downstream of the aquatic resources study area. Only cutthroat are known to occur upstream of this culvert.

Response to Comment L2-71

Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.6.2), of the Final EIS notes that mitigation for the SR 520 Alternative could also include potential daylighting of Goff Creek, consistent with any potential replacement of the Washington State Department of Transportation (WSDOT) culvert under SR 520. Please refer to response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-72

Chapter 3, Section 3.9, *Ecosystems*, and Appendix E.3, *Ecosystems Technical Report* (Sections 3.2, 4.1, and 5.3), of the Final EIS have been updated to clarify the extent and condition of existing salmonid habitat. For the purpose of the Final EIS, historically accessible streams in proximity to the Preferred Alternative and SR 520 Alternative sites are considered potential salmonid habitat because the City of Bellevue has prioritized the removal of human-made passage barriers in conjunction with future redevelopment of the Bel-Red subarea. The presence of resident and migratory salmonids in the Kelsey Creek drainage (including Goff Creek) up to Bel-Red Road, as well as the potential for Goff Creek to provide habitat should downstream barriers be removed, is described in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.3.3), of the Final EIS.

Habitat conditions in the West Tributary and Goff Creek are generally not considered to be conducive to spawning or rearing by Pacific giant salamander. Single adults of this species have been documented twice in tributaries to Kelsey Creek within the city of Bellevue; however, neither occurrence indicated that a spawning or rearing population exists. Additional information regarding the potential presence of Pacific giant salamander has been added to Appendix E.3, *Ecosystems Technical Report* (Section 3.2.2.2), of the Final EIS.

Response to Comment L2-73

Please see response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-74

Please see response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-75

Refer to responses to Comments L2-70 through L2-72 and Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-76

Appendix E.3, *Ecosystems Technical Report* (Table 4-2), of the Final EIS accounts for impacts on Wetland E2-4's buffer, the wetland immediately north of the Preferred Alternative site. Functional stream buffers have been added to the aquatics subsection in Figures 4.1-1 through 4.1-4, including the buffer of the stream within the wetland (i.e., the West Tributary of Kelsey Creek). Clarifications were made in Appendix E.3, *Ecosystems Technical Report* (Section 2.3.2.4), regarding the determination of functional buffers, and a new section (Section 2.3.2.6) was added to clarify how buffer impacts were determined.

The compacted rail spur and paved driveway do not represent a functional buffer for the southern edge of Wetland E2-4 or for the West Tributary of Kelsey Creek as it flows through Wetland E2-4. The interim trail connection proposed along the compacted rail spur would be located on the existing rail spur prism and would not remove vegetation adjacent to the southern edge of Wetland E2-4. The OMSF under the Preferred Alternative would not alter the developed nature of these areas or result in any intensification of land use in this area adjacent to the stream and wetland.

Response to Comment L2-77

Comment noted. The traffic analysis was prepared to reflect potential worst-case conditions with respect to trip generation by employees. If more OMSF employees are able to use Link or other transit modes, the site's traffic generation would be less than presented.

Response to Comment L2-78

Potential noise construction-period mitigation measures in the Final EIS have been revised to include the use of broadband backup alarms.

Response to Comment L2-79

The standard distance used by acousticians for acoustical measurements involving large equipment in an outdoor environment is 50 feet. This accounts for worst-case combined construction noise levels. The combined activities used for these projections would not normally occur at the same time or location; therefore, distance correction would not provide an accurate depiction of the noise during construction. Sound Transit has a standard set of construction noise mitigation measures, which are included in the *Noise and Vibration Technical Report*. Prior to issuing the construction contracts, Sound Transit would develop a set of criteria for construction noise and vibration, which would be included in the contract specifications.

Response to Comment L2-80

Please see response to Comment L2-79.

Response to Comment L2-81

Sound Transit has a standard set of construction noise mitigation measures, which are included in the *Noise and Vibration Technical Report*. Prior to issuing the construction contracts, Sound Transit would develop a set of criteria for construction noise and vibration, which would be included in the contract specifications.

Response to Comment L2-82

Please see the response Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-83

Please see response to Comment L2-6.

Response to Comment L2-84

Chapter 3, Section 3.16, *Utilities* (Table 3.16-2), of the Final EIS designates transmission (T) and distribution (D) lines. Chapter 3, Section 3.16, *Utilities* (Section 3.16.4.2), of the Final EIS states that all build alternatives located within the jurisdiction of the City of Bellevue would comply with the requirements of the City of Bellevue Comprehensive Plan (Volume 1, Utilities Element Policy UT-39) and the Bellevue City Code, Chapter 20.20.650 and Chapter 23.32. The requirements pertain to the construction of new or the relocation and reuse of existing electrical and communication distribution systems.

Response to Comment L2-85

Please see the response to Common Comment 28 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-86

Please see response to Comment L2-6. Appendix D, *Section 4(f) and Section 6(f) Evaluation*, of the Final EIS has been updated to discuss King County's future regional trail in the Eastside Rail Corridor and the parcel owned by Bellevue City Parks adjacent to the south edge of the project site. Appendix D also explains why these parcels are not considered Section 4(f) properties.

Response to Comment L2-87

Please see response to Comments L2-6 and L2-86.

Response to Comment L2-88

Chapter 3, Section 3.18, *Parklands and Open Space*, of the Final EIS is not intended as a Section 4(f) evaluation. This section states that the property in question has not been developed as a park, and there is no near-term plan to develop the site.

Response to Comment L2-89

Please see response to Comment L2-6.

Response to Comment L2-90

No long-term impacts on parks would occur with any alternative; therefore, this is not included in Table 4-2 in Chapter 4, *Alternatives Analysis*. Please see response to Comment L2-6.

Response to Comment L2-91

Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocations* (Section 3.2.2.4), of the Final EIS acknowledges that relocation of Public Safety Training Center would be difficult because of the unique operations carried out on the property by the Bellevue Fire Department.

Response to Comment L2-92

Please see response to Comment L2-6.

Response to Comment L2-93

Please see response to Comment L2-6.

Response to Comment L2-94

Appendix E.1, *Transportation Technical Report*, of the Final EIS has been expanded to include information related to the existing SR 520 Trail, the planned Eastside Rail Corridor Trail, and nonmotorized transportation improvement projects described in the *Bel-Red Subarea Plan*, as well as the Pedestrian and Bicycle Transportation Plan. To ensure a conservative estimate of site traffic generation, it was assumed that OMSF employees would commute by vehicle instead of by nonmotorized modes.

Response to Comment L2-95

Two at-grade road crossings that would cross the Eastside Rail Corridor (central to the site) would serve only the facility's internal traffic, including service and security guard vehicles. The low frequency and the speeds at these crossings would not result in delay or a hazard for trail users. The two vehicle/rail crossings at the north and east ends of the site would be on bridge structures and would not affect trail users.

As described in Chapter 2, *Alternatives Considered* (Section 2.6.2), of the Final EIS, the design acknowledges the railbanked status of the Eastside Rail Corridor by allowing sufficient width and vertical clearances to accommodate a future trail and future freight or passenger rail use along the corridor. Please see the response to Common Comment 28 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-96

As stated in Chapter 2, *Alternatives Considered* (Section 2.6.4), of the Final EIS, the design of the BNSF Storage Tracks component of the Lynnwood Alternative acknowledges the railbanked status of the Eastside Rail Corridor by allowing sufficient width to accommodate a future trail or future freight rail use along the corridor. The design also avoids conflicts with existing regional utilities (e.g., King County sewer line) located in the Eastside Rail Corridor.

Response to Comment L2-97

The Preferred Alternative design acknowledges the railbanked status of the Eastside Rail Corridor by allowing sufficient width to accommodate a future trail and future freight or passenger rail use along the corridor. The Eastside Rail Corridor is 100 feet wide. The Preferred Alternative requires 42 feet for two lead tracks and a clear zone to the safety fencing. Fifty-eight feet of the corridor would remain available for trail and/or freight reactivation. The design also avoids conflicts with

existing regional utilities (e.g., King County sewer line) located in the Eastside Rail Corridor. The sewer line is located on the west side of the Eastside Rail Corridor.

Response to Comment L2-98

Chapter 2, *Alternatives Considered* (Section 2.2.2.1), of the Final EIS has been updated to state that the fencing for the OMSF would be consistent with the code requirements of each local jurisdiction. The OMSF would be secured by perimeter fencing. The design of fencing at the Preferred Alternative site would be coordinated with the City of Bellevue to ensure compatibility with Bellevue City Code, including applicable provisions of the *Bel-Red Subarea Design Guidelines*.

Response to Comment L2-99

Chapter 2, *Alternatives Considered* (Table 2-6), of the Final EIS shows the total number of employees for each build alternative. Fewer employees would be required at the Lynnwood Alternative site compared with the number that would be required at the sites for the other build alternatives (205 versus 230); however, an additional 53 employees would be required to staff the BNSF Storage Tracks component of the Lynnwood Alternative. As documented in Chapter 2, *Alternatives Considered* (Section 2.10), of the Final EIS, the Lynnwood Alternative would require off-site storage tracks in Bellevue, thereby duplicating some functions, such as LRV cleaning and operator reporting. Because of this, the Lynnwood Alternative would require more operations and a larger maintenance staff compared with the Preferred Alternative, BNSF Modified Alternative, or the SR 520 Alternative.

Response to Comment L2-100

Chapter 3, Section 3.0, *Affected Environment and Environmental Consequences* (Section 3.0.2), of the Final EIS has been updated to address the Eastside Rail Corridor and acknowledges that King County has initiated the regional trail master planning process. Please also see response to Comment L2-6.

Response to Comment L2-101

Please see response to Common Comment 14 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-102

Neighborhood names have been updated in the Final EIS.

Response to Comment L2-103

Please see the response to Common Comment 19 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L2-104

Population numbers have been corrected in the Final EIS. Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, of the Final EIS focuses on existing populations; accordingly, population and employment projections are not included in Table 3.5-1 of the Final EIS. A discussion of future development, particularly in the Bel-Red subarea, as it pertains to social impacts and communities is provided in Section 3.5.5 of the Final EIS.

Response to Comment L2-105

Key Map F.3-3 in Appendix F.3 of the Final EIS illustrates there are two key observation points (KOPs) north of the SR 520 Alternative site. These were included in the visual analysis to determine if the OMSF would have visual impacts on the Bridle Trails neighborhood and provide representative photos of a typical view for a resident of Bridle Trails. Although a specific view would depend on the location and surrounding vegetation, these are representative of views from publicly accessed areas within the neighborhood.

Response to Comment L2-106

Please see response to Comment L2-105.

Response to Comment L2-107

The light rail tracks and elements of the OMSF's main operations building would be visible to some viewers at redeveloped properties east of the Preferred Alternative, immediately west of the BNSF Modified Alternative, and at some of the buildings in the Spring District. This is described in Chapter 3, Section 3.6, *Visual and Aesthetic Resources* (Section 3.6.5), of the Final EIS. For the Preferred Alternative, future TOD scenarios (i.e., Phase 1 and Phase 2) on surplus and adjacent lands would be implemented in accordance with the applicable City of Bellevue land use and zoning codes that govern height and massing. The maximum allowable height for buildings in the vicinity of the OMSF site is 120 feet, which is much taller than the OMSF (i.e., the building and poles). Potential future intervening buildings would screen the OMSF from other uses east of 120th Avenue NE.

Response to Comment L2-108

Please see response to Comment L2-98.

Response to Comment L2-109

Please see response to Comment L2-98.

Response to Comment L2-110

Please see response to Comment L2-76.

Response to Comment L2-111

This sentence in Chapter 4, *Alternatives Analysis* (Section 4.1.2.2), has been updated in the Final EIS for clarity. Instead of "The OMSF configuration," it now states "This OMSF configuration."

Response to Comment L2-112

Please see response to Comment L2-25.

Response to Comment L2-113

Bird's-eye views are included in the Summary and in Chapter 2, *Alternatives Considered*, of the Final EIS. Figure S-3b is a bird's-eye view of the Preferred Alternative, and Figure S-4b is a bird's-eye view of the BNSF Modified Alternative. The Spring District project area, along with the location for the future 120th Avenue Station and East Link guideway, is illustrated in the bird's-eye views.

Response to Comment L2-114

Simulated KOPs were chosen to represent the most sensitive views, based on number of viewers, length of time a typical observer would see the view, and proximity of viewers to build alternative sites and their locations. Being at a higher elevation, KOP A was chosen because it provided the optimal overview of the SR 520 Alternative site for a person traveling westbound on NE 20th Street. Please see Figure 3.6-3, *SR 520 Alternative—Viewshed and KOPs*.

Response to Comment L2-115

Building footprints for the Seattle Children's Hospital: Bellevue Clinic and Surgery Center have been added to Appendix G, *Conceptual Plans*, of the Final EIS.

Letter L3, City of Bellevue, Council



June 23, 2014

Mr. Kent Hale
Senior Environmental Planner
Sound Transit
401 South Jackson Street
Seattle, WA 98104

RE: Bellevue City Council Response to Draft Environmental Impact Statement (DEIS)
for Sound Transit Link Operations and Maintenance Satellite Facility

Dear Mr. Hale:

For almost a decade the City of Bellevue has endeavored to partner with Sound Transit on a plan to route light rail through the heart of the Bel-Red Corridor and realize a land use vision that enables *light rail*-oriented development. The product of this collaboration is the Bel-Red Plan, a 900 acre land use and multi-modal transportation vision which has earned national acclaim. Already the Plan is bearing fruit, with hundreds of apartments and half a million square feet of office space underway near the future Spring District Station. Near term private sector plans call for thousands of multi-family homes for the citizens of the Puget Sound region and millions of square feet of sustainable, transit-oriented office space that will provide the infrastructure to enable the creation of American jobs for the next generation.

We have had our differences with respect to the alignment and mitigation of impacts in other areas of the City, but we continued to work to resolve those differences and agreed on an alignment that enables high ridership for the region and exceptional mitigation for our community. This effort culminated in the Memorandum of Understanding (MOU) signed between our two organizations in November of 2011.

Sound Transit's proposal to site a 96 car, 25 acre Operations and Maintenance Satellite Facility (OMSF) in the Bel-Red corridor threatens to derail this decade of effort. A decision to site the OMSF in any of the proposed Bellevue locations with the configuration and features included in the DEIS delivers a direct threat, and a potentially more dangerous indirect threat, to the long-term success of our transit-oriented, smart-growth Bel-Red vision. The proposed Bel-Red OMSF alternatives:

- Ignore the Bel-Red planning effort that was crafted to guide the light rail alignment to maximize transit oriented development. Light rail is a fixed-guideway mode that can attract strong redevelopment in a way that moveable bus routes do not;

L3-1

- Are inconsistent with the community vision, Bellevue’s comprehensive planning, and current zoning;
- Do not support the considerable public and private investment that is already occurring in the Bel-Red corridor consistent with local and regional planning;
- Send the wrong message to the market should one of the first large developments in Bel-Red be an expanded industrial use; and
- Will result in the loss of tens of millions of dollars in local revenue based on the anticipated Bel-Red transformation, particularly in the areas around the stations. This undercuts the City’s ability to fund the infrastructure needed for the plan and further puts the redevelopment of this area at risk.

L3-1
cont'd

The Bel-Red site alternatives may look like a one-time savings to Sound Transit, but it undermines the value of building light rail in the first place.

L3-2

The timing of the OMSF study and proposed alternatives runs counter to our good-faith negotiations on the MOU. Sound Transit’s 2012 proposal for a facility the size of the SODO maintenance facility was not disclosed in any proposal or analysis of Sound Transit’s East Link project. The maintenance facility alternatives that were included in the East Link environmental analysis and the FTA Record of Decision were facilities of 10 to 14 acres that would provide storage and maintenance for 40 to 50 vehicles. The OMSF now proposed is not the facility considered and analyzed with East Link, and the land use, economic, noise, vibration and ecosystem impacts are not the impacts that were considered and analyzed in the East Link FEIS and FTA Record of Decision. Based on the information in this Draft EIS and the East Link FEIS, it appears that additional mitigation may be necessary along the East Link alignment to address the impacts of locating a 96-car OMSF within the Bel-Red area.

L3-3

Under the City’s SEPA authority, those impacts, to the extent they occur along areas of the alignment outside of the physical boundaries of the OMSF, will need to be addressed. For example, additional noise impacts between the hours of 1 a.m. and 5 a.m. may potentially require mitigation along sensitive areas of the alignment beyond that addressed in the East Link FEIS and Record of Decision. In addition, more frequent train trips, as Sound Transit “charges the line” for morning service from cars maintained or stored at an OMSF in Bel-Red, may require different treatment of the currently proposed three at-grade East Link street crossings. We expect Sound Transit’s cooperation in reviewing these issues throughout the East Link permitting process to ensure that effective mitigation can be incorporated into the East Link facility without entailing additional cost for retrofit or reconstruction.

L3-4

The City of Bellevue is also submitting a detailed technical comment letter that outlines as many of the flaws in the OMSF analysis. We encourage your thorough review of that letter, but a few of the more significant issues are as follows:

L3-5

Specific to BNSF Alternative 2, the DEIS does not begin to adequately address the opportunity cost of the OMSF impacting redevelopment within the Spring

L3-6

District Station node, which is planned for dense, mixed-use neighborhoods with heights up to 150’.

L3-6
cont'd

Alternative 2 would remove more than 23 acres from potential redevelopment. The opportunity cost of the intended future redevelopment to Bellevue revenues alone (property tax, B & O tax, and sales tax) is estimated at more than \$6 million per year, just for the 23 acres occupied by the OMSF. In addition, Bellevue could lose up to \$50 million in impact and incentive fees that are earmarked for traffic and environmental mitigation in the area. The net present value of the fiscal benefits foregone from the assumed development over a 30 year period is estimated to be roughly \$140 million. This excludes the State’s portion of the sales tax which would approach \$75 million alone during this period.

L3-7

The BNSF alternative is adjacent to a 25 acre Metro bus parking and maintenance facility. In planning Bel-Red, the existing Metro site was seen as the City’s share of regional transportation infrastructure at present, with the potential of future relocation. The OMSF represents a much greater impact, a permanent timeframe and, when combined with the Metro site, puts a total of more than 50 acres into inactive, flat surface parking and maintenance use. This has immense impacts on the potential for TOD redevelopment in the area.

L3-8

The BNSF Modified Alternative 3 OMSF would create impacts similar to those named above. In addition, it would displace 25 businesses with an estimated 420 employees and impact other private businesses in the City’s Medical Office district, including new development and planned expansion of Seattle Children’s Bellevue Clinic and Surgery Center. The BNSF Modified alternative would also displace Bellevue’s Public Safety Training Facility, a regional training center for police and fire professionals, as described in Bellevue’s DEIS technical comments.

L3-9

Specific to the SR 520 Alternative 4, the DEIS does not adequately address the impacts of displacing a vital intact commercial district with more than 100 businesses and 1,000 employees. Although the DEIS concludes that “there is little to no community character in the areas south of SR 520” (Sec. 3.5.2.3) these uses comprise a coherent and positive community character of a vibrant retail corridor supporting a plethora of small independent businesses that serve community needs. Unfortunately, many of these businesses could not survive relocation.

L3-10

The land use impacts of the SR 520 alternative would be exacerbated by an additional 4.5 acre East Link construction staging site to the east. Except for 2 small parcels, Sound Transit’s full and partial takes of property for these 2 uses would stretch over 30 acres from 130th Ave. NE to 136th Place NE.

L3-11

On the SR 520 alternative’s west end, Goff Creek would be piped beneath the facility. The City has a vision for opening and restoring this stream and

L3-12

connectivity to downstream habitats. Piping Goff Creek is inconsistent with the Comprehensive Plan vision to re-open and restore streams in the Bel-Red Subarea.

L3-12
cont'd

The opportunity cost of the SR 520 OMSF displacing existing and future development to Bellevue revenues (property tax, B & O tax, and sales tax) is estimated at more than \$1 million per year, just for the 25 acres occupied by the OMSF. The net present value of the fiscal benefits foregone from the assumed development over a 30 year period is estimated to be roughly \$64 million. This excludes the State's portion of the sales tax which would approach \$115 million alone during this period.

L3-13

Further, the OMSF does not work well operationally at this location. Modifications to the profile and geometry of this portion of the East Link mainline would be required to accommodate the lead track connection to the OMSF, which would result in a reduction in operating speed on the mainline.

L3-14

In late 2012 when these OMSF site alternatives were forwarded for environmental review, both the Sound Transit Capital Committee (December 13, 2012) and Sound Transit Board (December 20, 2012) charged staff to be creative and flexible in reducing the OMSF impacts, particularly in the Bel-Red area that is zoned for dense, mixed use development. However, the DEIS does not include any fully developed alternatives that address the potential to minimize impacts by redesigning or reducing the size of the facility. Also, there are no alternatives that redesign or reduce the size of the facility included in the decision package that will be taken to the Sound Transit Board. While we do not suggest that the facility designs and modifications included in the Urban Land Institute (ULI) Panel's review of the OMSF sites are adequate to address all of our concerns, the ULI Panel's work in its entirety should be included in the environmental record for this project.

L3-15

The OMSF proposals in Bel-Red undermine a light rail alignment that can attract strong transit oriented redevelopment. They are inconsistent with Bellevue's Bel-Red Plan, with Sound Transit's own TOD Policy, K4C efforts to address climate change, and FTA guidance for transit oriented development. The OMSF is inconsistent with direction to focus development in centers around transit adopted in the Countywide Planning Policies, the regional Vision 2040 with its Growing Transit Communities Strategy, and the Growth Management Act (GMA).

L3-16

We believe that a reevaluation of the Link Light Rail operation and maintenance need is warranted. We recognize that the operation and maintenance functions are vital to the system and that they need to be located appropriately. However, the scale, configuration and placement of the Bellevue options described in the DEIS are inappropriate. Sound Transit needs to re-evaluate alternative sites and system options and take a more creative approach to identifying solutions that work for Sound Transit and fit in the community. New concepts, such as splitting portions of the maintenance facility to reduce the impact in any one area, should also be considered.

L3-17

Perhaps most importantly, Sound Transit's selection of any of the Bel-Red OMSF Alternative sites would (1) undermine the foundation of the City's previous agreements with Sound Transit; (2) would be inconsistent with local, regional and state policies including GMA; and (3) would be extremely damaging to the hard-won partnership we have developed over the last two years, in fact, risking a move backward.

Regardless of the OMSF site selection, there is still much work to be done, and the timely completion of the system requires that Bellevue and Sound Transit continue to work together. Pursuing the siting of the OMSF in Bellevue as described in the DEIS without abiding by the Board's own direction to explore creative solutions means that Sound Transit is working at cross-purposes against a decade's worth of collaborative planning. Our hope is that we can continue to work together to see Eastside light rail through to the finish line, and that the OMSF will not become a severe obstacle working against that end. We hope you agree.

Sincerely,



Claudia Balducci
Bellevue Mayor



Kevin Wallace
Bellevue Deputy Mayor

CC: Sound Transit Board of Directors
Bellevue City Council
Brad Miyake
David Berg
Mike Brennan
Chris Salomone

L3-17
cont'd

Responses to Letter L3, City of Bellevue, Council

Response to Comment L3-1

Please see the responses to Common Comments 11, 16, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L3-2

Please see the responses to Common Comments 11, 16, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L3-3

Sound Transit is conducting this environmental review process under NEPA and SEPA to analyze the impacts of the OMSF. The introduction to Chapter 3, *Affected Environment and Environmental Consequences*, on page 3-1 of this Final EIS lists the environmental resources that were analyzed. These include land use, economics, noise, vibration, transportation, and ecosystems, among others. Each subsection of Chapter 3, *Affected Environment and Environmental Consequences*, of the Final EIS reviews the affected environment; identifies construction, operational, and cumulative effects; and, where appropriate, identifies potential mitigation measures. Please also see response to Comment L2-61.

Response to Comment L3-4

Please see responses to Comments L2-61 and L3-3. In addition, the cumulative impact assessment for noise and vibration in Appendix E.2, *Noise and Vibration Technical Report*, of the Final EIS has been updated to reflect the updated noise analysis for East Link operations in Bellevue, which was conducted as part of the East Link permitting process with the City of Bellevue in 2014 and 2015. That analysis accounts for light rail noise on the East Link line in the event an OMSF is built in Bellevue.

The number of light rail train trips passing through Bellevue to “charge the line” prior to 5:00 a.m. or “close the line” after 1:00 a.m. would not differ substantially for any of the OMSF build alternatives considered in this EIS. Figures I-1 and I-2 illustrate the current operating plan to charge and close the line for the Preferred Alternative, and a similar pattern would occur for any of the OMSF build alternatives. This is because early morning operations for the OMSF build alternatives in Bellevue would be very similar. Under the Lynnwood Alternative, site trains in Bellevue would operate from the BNSF Storage Tracks and have a similar operation pattern as the Bellevue build alternatives. Based on the current operating plan for the Preferred Alternative, three light rail trains would go south from the OMSF or storage track to charge the line between 4:30 and 5:00 a.m., with only two of those passing south of downtown Bellevue prior to 5:00 a.m. To close the line, two trains would pass through Bellevue from the south to the OMSF or storage track between 1:00 and 1:30 a.m. Only one train would operate prior to 5:00 a.m. or after 1:00 a.m. from or to the OMSF or storage track toward Redmond.

Operation of one, two or three trains in a 0.50-hour period during the early morning would not adversely affect traffic at any of the East Link at-grade street crossings. Noise associated with these

early morning trains has also been accounted for in the East Link project final design noise analysis and mitigation.

Figure I-1. East Side Initial Charge

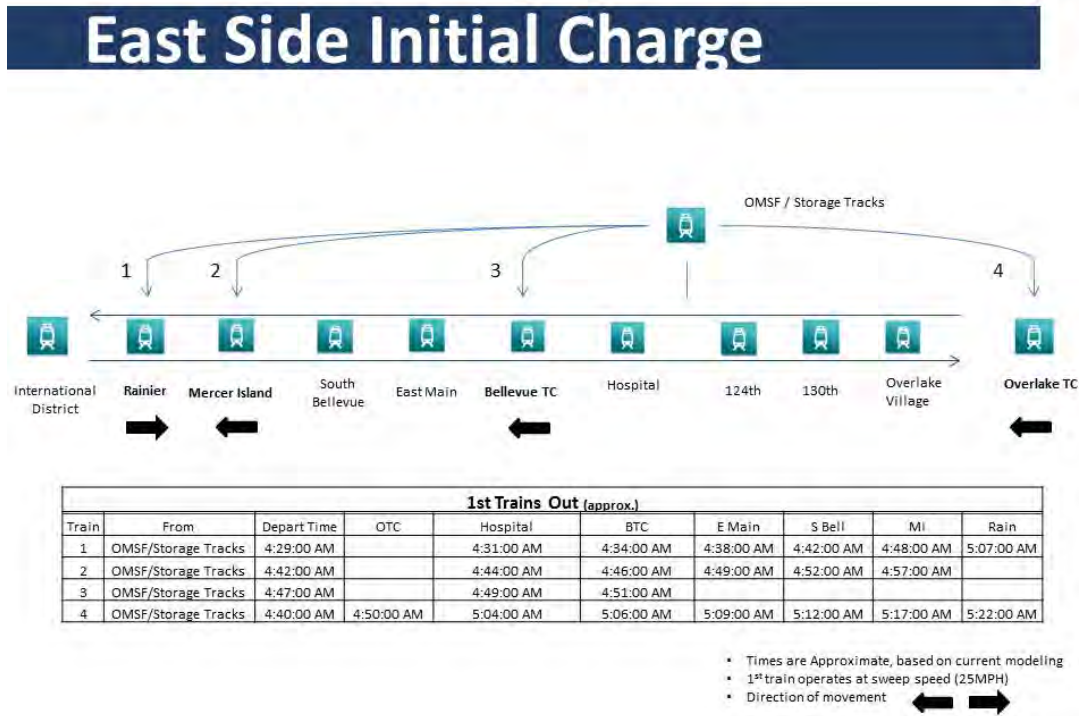


Figure I-2. East Side Closing



Response to Comment L3-5

Thank you for providing the detailed technical comment letter. Comments from the referenced letter are addressed in responses to Comments L2-1 through L2-115.

Response to Comment L3-6

Please see the response to Common Comments 16 and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L3-7

Please see the response to Common Comment 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L3-8

The King County Metro site referenced in the comment is approximately 16.5 acres; an OMSF at the Preferred Alternative site would occupy approximately 21 acres. The total amount of transportation-related land uses would be approximately 37.5 acres. Advancing the design of the OMSF would include assessing TOD potential at the OMSF site, as well as methods to enhance the compatibility of the OMSF with surrounding land uses. As described in Chapter 3, Section 3.0, *Affected Environment and Environmental Consequences* (Section 3.0.1), of the Final EIS, additional developable land in the 120th Avenue Station area node could be made available if the Metro facility is partially or wholly relocated and if 120th Avenue NE is realigned to the east. This concept came out of the Urban Land Institute and OMSF stakeholder process described in Chapter 2, *Alternatives Considered* (Section 2.4), of the Final EIS. Please also see responses to Common Comments 11, 16, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L3-9

The number of displaced businesses and employees under all build alternatives is included in Chapter 3, Section 3.4, *Economics* (Table 3.4-5), of the Final EIS. The BNSF Modified Alternative would not acquire any lands associated with the expansion of the Seattle Children's Hospital: Bellevue Clinic and Surgery Center. Therefore, no displacement at the hospital would occur. Regarding the relocation of the Public Safety Training Center, please see response to Comment L2-91.

Response to Comment L3-10

The number of displaced businesses and employees under all build alternatives is included in Chapter 3, Section 3.4, *Economics* (Table 3.4-5), of the Final EIS. Displaced businesses are also addressed in Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocations*, of the Final EIS. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L3-11

Please see response to Comment L2-66.

Response to Comment L3-12

Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L3-13

Please see the response to Common Comment 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L3-14

As documented in Chapter 4, *Alternatives Analysis* (Section 4.1.1.2), of the Final EIS, the mainline curve just north of NE 20th Street would need to be tighter to accommodate an eastbound switch into the SR 520 Alternative and may require a reduction of the mainline speed. As noted in Section 4.1.1.2, this is an operational disadvantage of the SR 520 Alternative.

Response to Comment L3-15

Chapter 2, *Alternatives Considered*, of the Final EIS has been updated to summarize the results of the work by the Urban Land Institute Advisory Services Panel noting that concepts were refined during the OMSF stakeholder process in the fall of 2014 and the revised design of the Preferred Alternative reflects the outcome of this process. Please see the responses to Common Comments 3 and, 11, and 14 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L3-16

Advancing the design of the Preferred Alternative includes assessing TOD potential and enhancing compatibility with surrounding land uses. Please see responses to Comments L2-4 and L2-11, as well as the responses to Common Comments 13 and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L3-17

Chapter 2, *Alternatives Considered* (Section 2.2), of the Final EIS describes the process Sound Transit conducted to identify potential alternatives for the project. The Link OMSF Corridor Analysis identified constraints, benefits, and trade-offs from locating an OMSF in the north, south, and east corridors to serve the ST2 expansion. The scale and configuration of the OMSF are based on the functions needed at the facility. These are described in Section 2.3 of the Final EIS. The alternatives that were studied and recommended for evaluation in the Draft EIS, including a two-site OMSF option, are described in Section 2.3.1 of the Final EIS.

Since the Draft EIS, the site design and layout of the Preferred Alternative have been refined to incorporate key concepts that were identified during Urban Land Institute and stakeholder work, as well as ongoing coordination with the City of Bellevue to make the OMSF more compatible with the Bel-Red Subarea vision (see Section 2.6.1 of the Final EIS). Sound Transit is committed to employing strategies to help integrate the OMSF into surrounding land uses and promote TOD adjacent to the future 120th Avenue Station while planning and developing a regional transit system that does not compromise the efficiency of transportation operations. Please also see the responses to Common Comments 3 and 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter L4, City of Bellevue Fire Department



Post Office Box 90012 • Bellevue, Washington • 98009 9012

May 27, 2014

Kent Hale
Link Light Rail Operations Maintenance & Satellite Facility
Sound Transit
401 South Jackson Street
Seattle, Washington 98104-2826

Attention: OMSF DEIS Comment

Mr. Hale,

Thank you for the opportunity to provide comments regarding Sound Transit’s Operations Maintenance & Satellite Facility (OMSF) prior to the Board identifying a preferred site to evaluate in the Final Environmental Statement. I have read the Draft Environmental Impact Statement which includes an analysis of each of the four site alternatives being considered for the OMSF project and would like to provide comments on the BSNF Modified Alternative site only.

The BSNF Modified Alternative site would require the acquisition and relocation of the Bellevue Public Safety Training Center. As the principal occupant of the Training Center, along with the Bellevue Police Department, we are very concerned about the loss of this essential facility. Since the opening of this facility in 1983 we have conducted thousands of hours of state mandated training for firefighters and police officers. The Fire Department utilizes the facility for Recruit Academy Training which represents the first 12-14 weeks of training for newly hired firefighters, as well as annual skills training for all fire department personnel.

L4-1

Recently, the Bellevue Fire Department has joined with the Redmond Fire Department, the Kirkland Fire Department, the Mercer Island Fire Department and the Northshore Fire Department to establish a Regional Fire Training Group. Established through an Interlocal Agreement the group known as the East Metro Training Group (EMTG) was formed to specifically improve service delivery, coordinate and consolidate training opportunities and to share resources. The single greatest facility resource is the Public Safety Training Center located at 1838 116th Ave N.E., Bellevue Washington 98004. All five of the fire agencies within EMTG utilize the Public Safety Training Center and additional fire agencies have expressed interest in joining EMTG.

L4-2

This facility is essential for all of the EMTG agencies who are responsible for providing training activities for basic firefighting skills on an annual basis. This training includes hose handling, ladder practices,

search and rescue operations and classroom instruction. Additionally, advanced skills required for technical rescue operations are conducted at this facility, along with high angle rescue drills, and state mandated live fire operations. The facility also includes a Gun Range for Police Officers.

L4-2
cont'd

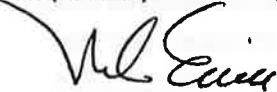
The Draft Environment Impact Statement (DEIS) states that the BNSF Modified Alternative site would be the most expensive of the four proposed sites because of the topography and the complexity of building on both sides of the Eastside Rail Corridor and that the site is not consistent with future planned land uses in the areas. And as has already been noted, the DEIS states that the BNSF Modified Alternative site would require the acquisition and relocation of the Bellevue Public Safety Training Center.

Because of the unique activities conducted at this facility, it would in our opinion be very difficult to find an alternative site in the greater Bellevue region. The cost of acquiring a new site and construction costs associated with building a new Training Center would most likely result in a site in eastern King County or outside King County. For the Bellevue Fire Department this would result in significantly higher training costs and/or reduced fire protection within the City of Bellevue depending upon whether mandatory training was conducted on duty or off duty. All off duty training would require the authorization of overtime expenses and on duty training would take fire resources out of City of Bellevue. This facility has served both the Bellevue Fire Department and the Bellevue Police Department since it's opening in 1983 and it's loss would dramatically change our organizational culture and our very successful Training Programs.

L4-3

Again, thank you for the opportunity to provide comments on Sound Transit's proposed Operations Maintenance & Satellite Facility (OMSF), BNSF Modified Alternative site.

Respectfully submitted,



Michael Eisner

Fire Chief

Bellevue Fire Department

Responses to Letter L4, City of Bellevue Fire Department

Response to Comment L4-1

Please see response to Comment L2-91.

Response to Comment L4-2

Chapter 3, Section 3.15, *Public Services*, of the Final EIS has been updated to note that the East Metro Training Group also uses the Public Safety Training Center and would be affected if the BNSF Modified Alternative were constructed. Please see response to Comment L2-91.

Response to Comment L4-3

Please see response to Comment L2-91.

Letter L5, City of Lynnwood

June 17, 2014

Kent Hale
Link Light Rail Operations and Maintenance Satellite Facility
Sound Transit
401 South Jackson Street
Seattle, WA 98104-2826

RE: OMSF DEIS City of Lynnwood Comments

The following constitutes the City of Lynnwood’s comments on the OMSF/ DEIS. For the record, the City remains firmly resolved that Sound Transit’s proposed Lynnwood alternative should be eliminated from consideration. A copy of the City Council’s June 9, 2014 Resolution on the proposal is attached. Sound Transit’s Lynnwood proposal is severely flawed:

- The Lynnwood Alternative has both higher capital and ongoing operating costs than the Bellevue BNSF alternative, | L5-1
- Sound Transit would be unable to meet its own service goals for headways in the evenings, | L5-2
- There are substantial impacts to wetlands, parks, and streams that are not found on the Bellevue Alternatives, | L5-3
- The Lynnwood Alternative would result in tracks 80-100’ away from a large single family neighborhood whereas there are no existing homes anywhere near the Bellevue sites, | L5-4
- Lynnwood residents who would be impacted are culturally diverse and have low to moderate incomes. The OMSF would also require removal of a large DSHS office complex that serves our community. If the Lynnwood site was to be selected in spite of its unique and overwhelming impacts that would result, , apparently based upon Bellevue’s desire to accommodate yet more development of expensive condos and corporate offices, economic justice issues would certainly be raised, | L5-5
- Finally, the Lynnwood site requires the acquisition of a large parcel owned by the Edmonds School District and planned for their administrative/ transportation complex. The project has already been approved and was funded in a bond issue that was supported by the public this past February. The District has repeatedly informed Sound Transit both before and during the DEIS preparation process, that the property is not for sale and that they intend to proceed with their plans. Further, Sound Transit has acknowledged that it is not possible to use eminent domain in this case; yet Sound Transit staff and the DEIS continue to publicly maintain that acquisition is possible in spite of the facts, | L5-6
- On November 21, 2013 the Sound Transit Board selected the Lynnwood Link Extension Alternative C3 with modifications as the Preferred Alternative alignment. The C1 and C2 | L5-7

Alignments faced significant community opposition due to their impacts. The OMSF Lynnwood Alternative has similar impacts and faces similar community opposition.

L5-8
cont'd

The following comments are organized solely in the order that the issues they address are raised in the DEIS and Appendices. No prioritization is implied.

Page 5-13: Key Operational and Environmental Impacts:

The first paragraph accurately details the operational limitations of the Lynnwood OMSF vs. Bellevue with regards to the inability to maintain 10 minute headways after 6:30 PM. However, the document fails to point out that this resulting cut in service represents half of the overall service and capacity nor does it point out that the Lynnwood Link is intended to serve one of the highest ridership volume corridors in the region. The document also fails to mention that the implications of this problem with the eventual extension of LRT service to Everett that is currently being planned for in the update to the Long Range Plan.

L5-9

The second paragraph correctly states that the Lynnwood site is the only one to directly impact residential neighborhoods. However, it goes on to imply that the sole potential impact is noise and that this would be mitigated. The DEIS is misrepresenting the impact of night lighting, the deterioration of property values from being adjacent to a heavy industrial use and the visual impact of converting a view of modern office and light industrial buildings along with landscaping and tree preservation and replacing it with a massive grey screen wall illustrated on page F.3-16.

Page 5-22: Noise

The claim that noise impacts on Lynnwood residences will be effectively mitigated appears to be an exaggeration of the facts at best. Lynnwood homes would be located across the street from the nearest tracks. We also believe that there are a number of short duration noise impacts, including train bells and horns, that don't seem to have been evaluated.

L5-10

Page 5-23 Section 4(f) Resources

While pointing out the temporary and permanent impact of the project on the Interurban Trail, the DEIS completely ignores the impact of the OMSF on Scriber Creek Park. Later, in the body of the DEIS we found that this conclusion was drawn not because there are no impacts. Rather the conclusion was based on an assumption that since the park closes to pedestrians at sundown and the OMSF will operate at night, that there will be no one around to be disturbed. In fact, the Park and

L5-11

surrounding wetlands constitute a large natural area supporting a variety of wildlife. The OMSF will remove vegetation and wetlands within a few feet of the park boundary. Clearly the experience of using the Park during the daytime will be significantly diminished. The DEIS needs to be revised to consider the impacts of noise, light and activity from the adjacent OMSF on wildlife utilizing the park.

L5-11
con't

Page 5-24 Areas of Controversy and Issues to be Resolved

The DEIS completely ignores the position of the Edmonds School District vis-à-vis the OMSF. It implies that there is a continuing potential that the District could work out an agreement with Sound Transit to jointly develop their property with the OMSF. The document also fails to note that Sound Transit has no ability to use eminent domain to acquire the District's land. In fact the District has repeatedly informed Sound Transit that they fully intend to use their land for their transportation center and other facilities and that they will not negotiate joint use. Yet at the same time accurate information regarding dealings with the School District is contained in Sound Transit's May 8, 2014 OMSF briefing to the Capital Committee. The DEIS needs to be revised accordingly.

L5-12

Page 2-10 Potential and Suggested Alternatives

The DEIS does mention the possibility of an OMSF alternative site near Paine Field but then dismisses the possibility due to its not being proximate to the track being built under ST2. While this is accurate in the near term it fails to acknowledge the commitments that have been made to extending LRT service to Everett. The extension is part of Sound Transit's system plan. The Board has already committed to a preliminary analysis of alignments to Everett and that study is currently underway. Finally, the Board is discussing bringing the extension of light rail to Everett to the voters, possibly as early as 2016. While this does not provide an OMSF solution for ST2, the reality is that there are viable northern line sites around Payne Field and that ultimately there are much better alternatives than the severely compromised site in Lynnwood.

L5-13

Page 3-3 Reasonably Foreseeable Future Actions in the Study Area

The analysis completely ignores the existence of ST3 which would originate at the Lynnwood Link terminus that is obviously within the study area. At the same time the table lists a large number of capital construction projects, some of which are under design but most of which do not have funding commitments in place and are therefore similar to ST3. Ignoring Sound Transit's own plans is inconsistent and fails to insure that the DEIS presents an accurate analysis of alternatives.

L5-14

Page 3.2-8 Lynnwood Alternative

The DEIS fails to acknowledge the School District’s position refusing to negotiate the sale of their property or the inability to use eminent domain to acquire it. Even if the District was willing to consider relocation, the DEIS fails to offer legitimate sites they could relocate their facility to. The District has publicly stated that they decided to go forward with this site only after alternatives analysis concluded that there were no viable alternatives that met their needs. The DEIS also fails to offer an analysis of the forced relocation of the State DSHS’s Work Source operation and only refers to the office vacancy rate elsewhere in the City. The DSHS operation serves a large number of low and moderate income individuals and families, many of whom reside nearby or who have limitations on their access to transportation. More work is needed to demonstrate that there are viable relocation sites that meet the needs of their clientele.

L5-15

Page 3.3-14 Conversion of Land Use to Public Transportation

The second paragraph implies that LRT yards can be accommodated near residential neighborhoods and cites Minneapolis as one example. This is extraordinarily misleading. Paul Krauss AICP, Lynnwood Community Development Director formerly served as the urban planner on the project team that designed the Hiawatha Line and is intimately familiar with the area. The rail yard is located the site of the former Milwaukee Road RR freight yard and an area with a large number of industrial and commercial uses. The nearest residential uses are some distance away and separated by highways and/or arterial streets. There is no proximity to single family residential. This information was conveyed to OMSF staff last year when the claim was first made. It is incomprehensible why this claim continues to be repeated in the DEIS. The DEIS also asserts that the MBTA Riverside Yard was “developed in low density residential urban conditions”. Google Maps seems to refute this claim. The nearest low density residential uses are separated by a limited access highway.

L5-16

Page 3.3.5 Urban Land Institute Analysis

The DEIS must be revised to state that Lynnwood withdrew from the ULI study when it became clear OMSF staff had allowed the goals of the project to be expanded beyond the purported analysis of TOD potential on property excess to the needs of the OMSF alternatives. The ULI analysis also denied the existence of any and all environmental impacts at the Lynnwood location *prior* to release of the DEIS for the OMSF, reflecting a bias to the Lynnwood location and to support for

L5-17

redevelopment of the sites in Bellevue. A copy of the City's letter to the Sound Transit Board needs to be included in the DEIS/FEIS regarding this matter.

L5-17
cont'd

Page 3.5-8 Lynnwood Alternative

The DEIS correctly mentions that Lynnwood has a large single family residential neighborhood located west of the OMSF site. However, it then goes on to make the ludicrous claim that 52nd Ave. W "acts as a barrier between this neighborhood and the OMSF site. 52nd is at the same elevation as the OMSF site and most of the homes to the west are elevated above it and would look across and down into the OMSF. Positing that an 80' wide right-of-way constitutes a barrier is inconsistent with the facts and should be removed.

L5-18

Page 3.5-10 Operational Impacts

The DEIS repeats an earlier claim that the Department of Social and Health Services (DSHS) offices can be relocated without offering any analysis save for the original claim that there is other vacant office space in Lynnwood. DSHS server a low to moderate income clientele, many of whom reside in the area or are otherwise transportation limited. Further analysis is required to demonstrate that a potential relocation can be made without impacting the delivery of services provided at this location. The DEIS also goes on to claim that the neighborhood would not be impacted by noise or vibration and that recreational uses in the area would continue to function with "little effect". The DEIS fails to mention impacts from site lighting and visual impacts. Each of these claims is refuted by the City elsewhere in these comments. The DEIS needs to be revised accordingly.

L5-19

Page 3.5-13 Environmental Justice

The DEIS acknowledges that the Lynnwood Alternative has the largest presence of low-income populations and a small pocket with a high minority population. Then it goes on to make the arguable assertion that all impacts will be mitigated therefore there are no grounds to consider an economic justice issue. As detailed elsewhere in this analysis there are in fact a number of unmitigated impacts. There are also the repeated assertions from the City of Bellevue that the OMSF should be located in Lynnwood due to the claimed value of redeveloping the industrial and commercial uses around their sites. Clearly, we have one of the wealthiest cities in the region asserting that their potential for attracting higher end office and residential development in an industrial area outweighs the obvious impacts on the lower income Lynnwood community. If this does not rise to a clear economic justice issue it is unfathomable what does. Sound Transit should be aware that if the

L5-20

Lynnwood OMSF alternative is selected, the City will give serious consideration to pursuing an Environmental Justice claim through the court system.

L5-20
cont'd

Page 3.6-7 3.6.4.3 Visual Impacts

The DEIS makes a number of unsubstantiated or incorrect assertions leading to a conclusion that visual impacts will not be significant. The facts are that Lynnwood would have a rail yard sharing a boundary with a pastoral City park and a major wetland complex that would be partially filled. The facts are that we have a large single family neighborhood that currently has views of landscaped office and light industrial uses and mature trees replaced by a tall blank screen wall that would soon no doubt sport graffiti and collect blowing garbage, feet from the street curb with views of heavy industrial buildings beyond. The section of the DEIS needs to be completed rewritten to present accurate information and conclusions.

L5-21

Page 3.8-17 Noise and Vibration (please also refer to detailed comments on the Noise and Vibration Technical Report provided below)

The City reviewed the DEIS analysis in detail. While we do not have the time or funding to undertake our own analysis we believe that the magnitude of the impacts in this area are significantly downplayed. The analysis is based on assumptions that Sound Transit will undertake significant efforts to modify buildings, equipment and procedures to minimize noise impacts and then makes the highly suspect assumption that these will be properly maintained and utilized throughout the life of the project. Sound Transit is proposing to locate a heavy industrial use, albeit a modern one, across the street from a large residential neighborhood where there are no topographic or vegetative buffers.

The DEIS mentions that trains will need to sound their “low bell” when they are moved. It makes no mention of warning horns used on motor vehicles used in or around the facility. All major activity at the OMSF will occur at night when ambient noise levels are lowest. It simply defies logic to assume that existing area residents won’t be disturbed by it.

L5-22

The DEIS makes another false assumption that there will be no impact to Scriber Creek Park even though it is adjacent to the yard and the surrounding significant wetland will be partially filled to build it. The stated rationale is that since the park closes at sundown and noise will occur at night that nobody will be there to be impacted. (Page 3.8-18). The fact is that Scriber Creek Park was created to provide a pastoral experience where people can observe and enjoy nature. It and the surrounding wetland supports a large variety of wildlife. The OMSF results in a significant potential that the wildlife would vacate the area and if it does, it is not likely to reappear at dawn when the park reopens.

Finally, the DEIS states that while there will be vibration impacts from the site, they will decrease to the point where the homes are located far enough away to not be impacted by it. The OMSF will be built over an area where wetland and organic soil are found far below the surface. While the OMSF would no doubt be built on a pad of compressed fill material there appears to be a high likelihood that this pad will essentially be floating on the subsurface conditions. As a result there appears to be a potential that these conditions could amplify rather than dampen vibration. The City is asking that these conditions be taken into account in the DEIS.

L5-22
cont'd

Aquatic Resources

Page 3.9-16 This discussion is far too limited. It should include a discussion of increased water temperature due to loss of riparian vegetation. Swamp Creek is listed on the 303(d) list for excessive temperature. Additionally, the loss of vegetation increases predation, and algae blooms.

Page 3.9-26 The wetland impacts of 1.6 – 1.8 acres of category II wetland would require a mitigation ratio of 3:1, or approximately 4.8 – 5.4 acres of wetland creation (not counting the buffer required, which would be 110' wide (no reduction allowed for creation areas).

Page 3.9-27 *“Positive cumulative impacts could also result from efforts to enhance streams and wetlands in the Scriber Creek and Kelsey Creek subbasins through comprehensive planning and subbasin plans.”* Unless this project is proposing such plans, including provisions for implementation, this statement must be stricken.

L5-23

Page 3.9-29 Lynnwood does not allow for a mitigation bank, or fee-in-lieu for wetland mitigation. According to LMC 17.10.055 wetland mitigation must occur in the same drainage area, as defined by our surface water comprehensive plan. As stated above, approximately 5 acres of wetland will be required for mitigation, not counting buffer area.

Page 3.10-2 Table 3.10-1 is incorrect. There are numerous category 5 water quality impairments for Swamp Creek.

Page 3.10-3 *“There are no surface water features in the Lynnwood Alternative site, with the exception of some wetlands.”* This grossly understates the size, quality, and importance of the aquatic resources in the study area. The proposed location is directly adjacent to the water course of Scriber Creek.

Page 3.10.4.2 Prior comments regarding wetland impacts also apply to this section.

Page F.316 Proposed View of OMSF from 52nd Ave. North

This illustration purports to show a screen wall that would be built to buffer the OMSF from the residential neighborhood across the street. There are no dimensions given but based upon comments elsewhere in the document we assume it would be 10-15' high and over 1000' feet long. Apparently, this monstrosity is being proposed as a substitute for the landscaped modern office and light industrial development and mature trees that the residents currently look at. In reality, such a wall may screen direct views into the OMSF but it would become a graffiti-covered nightmare capturing blowing trash and weeds. Yet the DEIS asserts that there will be no visual impact. Significant work is required to bring the claims in line with reality.

L5-24

Alternatives Analysis

Page 4-4 4.1.1.2 Build Alternatives - Disadvantages

Recommend adding capital and operating costs to this disadvantages section. The Lynnwood Alternative is \$5-10 million more expensive to build than the BNSF Alternative and is also annually \$3 million higher in operational costs due to the additional facility required in Bellevue. It needs to be stated that the Lynnwood Alternative will cost more on an ongoing basis to operate and for this premium spent; the off-peak service doesn't meet Sound Transit's requirements.

L5-25

Noise and Vibration Technical Report Comments

- Page 2-4-2.2 Paragraph 2 notes the use of continually welded rails reducing vibrational impacts however there will be multiple track junctions at the rail switching yard where trains will be relocated throughout the evening for maintenance and cleaning. This should be noted.

L5-26

- Page 3-3-Figure 3-1 indicates that the Noise exposure is in terms of Leq for Cat. 1 & 3 and Ldn for Cat. 2. The City would like to see the Leq for the Cat. 2 land use since this is adjacent to a Residential area (Cat.2) in order to know what the maximum 1-hour equivalent sound level is.

L5-27

- Page 3-5-Table 3-1 indicates that "Frequent" is defined as greater than or equal to 70 events per day. With 88 LRVs leaving before 7AM each day and returning in the evening, should the threshold of 72 VdB be reduced given the impact of multiple close spaced events (i.e. 88 LRVs departing and returning en masse)?

L5-28

- Pages 4-1 & 4-2 Section 4.1: Measurements for the sound levels at the monitoring sites only reports the dBA Leq and dBA Ldn as a single data point. This should be evaluated over the full 24-hour cycle

L5-29

since people live their lives in these residences in a full 24-hour period not just based on a single data point. The DEIS appears to cite FTA regulations for their reporting standards but this should be considered the minimum for evaluating a site. Since this discussion relates to adjacency to a single-family neighborhood, the City takes issue with this finding and requests that Sound Transit report the dBA Leq at a minimum at each hour over a 24-hour period to ensure the City can understand the true existing sound conditions. Yes the neighborhood is adjacent to I-5, however they are talking about putting an off-hours facility adjacent to a single-family where people will be sleeping. They should already have this in their raw data and should provide it for our analysis.

L5-29
Cont'd

- Page 5-1-5.1 Paragraph 1, bullet point 2; A list of general service activities is given. The report contains no assumptions for the dBA for each of these activities. Request table of dBA assumptions used in the report.

L5-30

- Page 5-2-Bullet points: The City takes exception to multiple items here:

- Bullet Point 2; The assumption here is that all activity within the facility will automatically stop each time these automated doors open. This assumption would not be borne out in a real life operating situation in that there will be multiple processes occurring at this facility and not all of them will be automatically tied to these doors. We reject the assumption that these doors allow them to take a deduction from the dBA the facility will produce.

I5-31

- Bullet Point 4; The assumption here is that “wheel squeal” will not occur ever because of properly lubricated LRV wheels. This assumption is based on the equipment never aging or bearings in the hubs never failing. This is like assuming the LRV equipment will never age. The City rejects the assumption that “Wheel Squeal” will not be an issue and require it to be considered as part of their analysis.

L5-32

- Page 5-3 Paragraph 5, The use of a single data point for analysis again seems to be taking a very narrow approach to the likely impacts to the adjacent neighborhood. The analysis should be taken over time so that hour-by-hour impacts can be evaluated, especially during the most sensitive time of the day for residential neighborhoods.

L5-33

- Page 5-3-5.2: This section is alarmingly brief. Many questions come to mind; how many soil samples were taken, was the very wet condition of the ground taken into consideration when evaluating vibration transmission, was the impact of vibration over time considered in how this might impact how residential properties might experience settling in their foundations due to prolonged exposure to the OMSF vibrations. The magnitude and the duration of the impacts should be considered.

L5-34

- Pages 6-4 & 6-5: also contain very brief summaries of vibrational impacts.

L5-35

Ecosystems Technical Report Comments

Section 3.2.2.2, page 3-10. The description of the Swamp Creek Sub-Basin contains several errors. North Creek and Little Bear Creek are not tributaries to Swamp Creek. There is no part of Mukilteo in the Swamp Creek Basin. Swamp Creek is listed on the 303(d) list for numerous other parameters beyond those mentioned (page 3-11). Further, there is no mention or discussion of the City of Brier (which contains a significant segment of Scriber Creek, including the confluence with Swamp Creek).

L5-35
Cont'd

Section 3.3.4.3, page 3-36 There is no mention of the resident river otter family residing in the study area.

Thank you for this opportunity to provide comments and concerns.

Sincerely,

Paul Krauss, AICP

Community Development Director

C: Nicola Smith, Mayor
Lynnwood City Council
Edmonds School District

Responses to Letter L5, City of Lynnwood

Response to Comment L5-1

The City's opposition to the Lynnwood Alternative is noted.

Response to Comment L5-2

Chapter 4, *Alternatives Analysis* (Table 4-2), documents that the Lynnwood Alternative would have the highest operational and capital costs. Please see the response to Common Comment 1 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L5-3

As discussed in Chapter 4, *Alternatives Analysis*, of the Final EIS, the Lynnwood Alternative would result in 15-minute headways after 6:30 p.m. on the Lynnwood-to-Overlake Transit Center line, which would not meet Sound Transit's planned off-peak headway of 10 minutes until 10 p.m.

Response to Comment L5-4

The Final EIS acknowledges that the Lynnwood Alternative would have greater wetland impacts than the other build alternatives. The analysis of impacts on Scriber Creek and Scriber Creek wetlands is presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), of the Final EIS. Impacts on Scriber Creek Park are presented in Chapter 3, Section 3.18, *Parklands and Open Space* (Section 3.18.5.3), of the Final EIS.

Response to Comment L5-5

The analysis of the Lynnwood Alternative acknowledges that the site is adjacent to a residential neighborhood. This is considered in the impact evaluation for the visual, noise, and social resource sections of the Final EIS.

Response to Comment L5-6

Impacts on low-income and minority residents under the Lynnwood Alternative are summarized in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, and evaluated in Appendix C, *Environmental Justice*, of the Final EIS. Appendix C concludes that none of the alternatives would result in disproportionately high and adverse effects on minority and low-income populations.

Displacement of the Department of Social and Health Services (DSHS) offices is acknowledged in Chapter 3, Sections 3.2, *Acquisitions, Displacements, and Relocations*, and 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, and Appendix C, *Environmental Justice*, of the Final EIS. As indicated in Appendix C, services at the DSHS, located on the Lynnwood Alternative site, include disability assistance, vocational education, and employment assistance. These DSHS offices have multiple locations throughout the state of Washington and Snohomish County. It is anticipated that there would be adequate availability of similar office buildings in the city of Lynnwood and that the population would be adequately served by the relocated DSHS offices. Relocation of these offices to a similar facility within the city of Lynnwood would not result in a lack of offices for social service providers in the city or the region.

Response to Comment L5-7

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L5-8

Chapter 2, *Alternatives Considered*, of the Final EIS has been updated to reflect the decision by the Sound Transit Board in April 2015 regarding the Lynnwood Link Extension. Chapter 3, *Affected Environment and Environmental Consequences*, of the Final EIS describes the impacts of the Lynnwood Alternative on natural and built environmental resources.

Response to Comment L5-9

Please see response to Comment L5-3. Less-frequent headways after the evening peak period would not affect system ridership levels measurably or the ability to meet ridership demand, which is driven by peak-period trips. Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods* (Section 3.5.4.3), of the Final EIS describes potential social impacts from the Lynnwood Alternative. Chapter 3, Section 3.6, *Visual and Aesthetic Resources*, of the Final EIS documents visual impacts from the project. Section 3.6.4.2 states that lights would be screened and directed downward and toward work activities. Section 3.6.4.5 notes that landscaping would be required, per Lynnwood Municipal Code, to screen the site and enhance visual quality. Sound Transit would be required to obtain a Conditional Use Permit from the City of Lynnwood if the Lynnwood Alternative is identified as the alternative to be built. That process would further define design measures to address compatibility with adjacent residential land uses.

Response to Comment L5-10

Appendix E.2, Chapter 5, *Impact Assessment Approach*, of the *Noise and Vibration Technical Report* has detailed information regarding the assumptions used in executing the noise analysis, including information regarding the use of bells in the study area.

Response to Comment L5-11

Chapter 3, Section 3.18, *Parklands and Open Space* (Section 3.18.4.6), of the Final EIS addresses the potential impacts of the Lynnwood Alternative on adjacent land uses, such as recreational daytime use of Scriber Creek Park.

The impacts of noise and activity on wildlife in Scriber Creek Park and the Scriber Creek wetland is addressed in Chapter 3, Section 3.9, *Ecosystems*, of the Final EIS. Additional analysis of construction and operational impacts on wildlife from the Lynnwood Alternative, including the effects of noise and activity, are addressed in Appendix E.3, *Ecosystems Technical Report* (Sections 4.2.1.2 and 4.2.2.2), of the Final EIS.

The potential effects of nighttime light on wildlife utilization of the park and wetland have been considered and are presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.3), and Appendix E.3, *Ecosystems Technical Report*, of the Final EIS. No substantial adverse impacts on wildlife utilization in the adjacent park or wetland are anticipated as a result of nighttime light from the OMSF at the Lynnwood Alternative site.

Response to Comment L5-12

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L5-13

As indicated in Chapter 1, *Purpose and Need for the Project*, in the Final EIS, the purpose of the project is to enable Sound Transit to meet the maintenance and storage needs of the expanded fleet of LRVs identified in ST2. To do so, the facility must be close to an existing light rail guideway or one that is planned and funded under ST2. An OMSF near Paine Field does not meet this requirement because it is not part of ST2. Although addressed in the fiscally unconstrained Regional Transit Long-Range Plan, a light rail extension to Everett is not funded or approved by voters at this time.

Response to Comment L5-14

Please see response to Comment L5-13. Chapter 3, Section 3.0, *Affected Environment and Environmental Consequences* (Section 3.0.2), of the Final EIS defines reasonably foreseeable future actions. “Sound Transit 3 (ST3),” as referenced in this comment, presumably refers to a future package of regional transit improvements that has not yet been defined and is, therefore, not included in Table 3-1 of the Final EIS.

Response to Comment L5-15

Please see response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS and response to Comment L5-6 in this appendix.

Response to Comment L5-16

The Minneapolis Transit operations and maintenance facility was not intended to be an example of an OMSF in a residential area. As discussed in Chapter 3, Section 3.3, *Land Use*, of the Final EIS, other OMSF sites were included to demonstrate the diverse range of land use patterns where OMSFs are sited throughout the United States. The Minneapolis Transit facility was included in the discussion because it is situated on light industrial lands adjacent to a regional trail and public open space (community garden); proximity to residential uses was not discussed or implied. The Massachusetts Bay Transportation Authority’s Riverside Yard is immediately adjacent to a community center and low-density multifamily residential development to the north; beyond these two parcels, there is a single-family residential development.

Response to Comment L5-17

The report from the Urban Land Institute Advisory Services Panel (included as Appendix F.5 of the Final EIS) describes the panel’s assignment and recommendations. The panel of experts was not asked to evaluate the environmental impacts of the build alternatives. Instead, it was tasked with reviewing each alternative site, independent of the others, and providing observations and/or recommendations regarding ways to integrate an OMSF into respective neighborhoods and identify methods to maximize TOD and economic development opportunities at or around each build alternative site. Chapter 2, *Alternatives Considered* (Section 2.4), of the Final EIS summarizes the Urban Land Institute Advisory Services Panel process and recommendations and notes that the City of Lynnwood staff declined to participate in the field tours and workshops held with the panel.

Response to Comment L5-18

Regarding the statement in Chapter 3, Section 3.6, *Visual and Aesthetic Resources* (Section 3.6.3.3), of the Final EIS that 52nd Avenue W acts as a barrier between the OMSF and surrounding neighborhood, the intent of the statement was to illustrate that 52nd Avenue W separates residents from the OMSF. This statement has been revised in the Final EIS for clarity. Chapter 3, Section 3.6, *Visual and Aesthetic Resources* (Section 3.6.4.5), of the Final EIS describes the visual impact on residents who live on 52nd Avenue W. Appendix F.3, *Visual Simulations and Key Observation Point Analysis*, of the Final EIS illustrates the visual impacts of the OMSF from 52nd Avenue W. Photographs F.3-19 and F.3-20 in Appendix F.3 of the Final EIS depict existing and simulated views of the Lynnwood site at 52nd Avenue W. Based on this simulation and the visual analysis conducted for this KOP, the degree of visual change at this location would be moderate (i.e., resulting in a moderate level of visual quality for residents along 52nd Avenue W).

Response to Comment L5-19

Please see response to Comment L5-6. Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocations*, of the Final EIS provides additional detail regarding relocation and states that relocation assistance would be available in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act and Sound Transit's Real Property Acquisition and Relocation Policy, Procedures, and Guidelines. Lighting and visual effects are addressed in further detail in Chapter 3, Section 3.6, *Visual and Aesthetic Resources*, of the Final EIS.

Response to Comment L5-20

Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods* (Section 3.5.7), of the Final EIS serves as a summary of the environmental justice analysis in Appendix C, *Environmental Justice*, of the Final EIS. As described in Appendix C, most impacts would be limited in scope, and adverse impacts would be mitigated through the implementation of effective mitigation measures, which are described throughout Chapter 3 of the Final EIS. Therefore, there would not be disproportionately high or adverse effects on minority and low-income populations under any alternative. Please also see response to Comment L5-6.

Response to Comment L5-21

Chapter 3, Section 3.6, *Visual and Aesthetic Resources* (Section 3.6.3.3), of the Final EIS states that the Lynnwood landscape unit encompasses the Lynnwood Alternative site, which is bounded to the north by Cedar Valley Road, Scriber Creek Park, and Scriber Creek Trail; to the east by vacant parcels that are vegetated wetland areas; to the south by the Interurban Trail, warehouse development, and Interstate 5; and to the west by residential development. The site is mostly vacant, with commercial development located north of 204th Street SW and warehouse development north of the Interurban Trail. The Final EIS analysis states that nearby viewers include residents west of 52nd Avenue W; recreationists who use the park, trails, and local roadways; motorists on local roadways; and workers and patrons at businesses on and adjacent to the Lynnwood Alternative site. Chapter 3, Section 3.3, *Land Use* (Section 3.3.4.6), of the Final EIS, indicates that Sound Transit would be required to obtain a Conditional Use Permit from the City of Lynnwood. That process would further define design measures to address issues related to compatibility with adjacent land uses. The description of views of the visual setting and viewers is accurate. The analysis of impacts was based on the quality of existing views. As stated in the Final

EIS, no visual impacts would occur with implementation of the project. Landscaping would be required, per Lynnwood Municipal Code, to screen the site and enhance the visual quality of the perimeter of the proposed project. A sight-obscuring fence would be required at the site, per Lynnwood Municipal Code.

Response to Comment L5-22

The impact assessment for noise and vibration was performed in accordance with FTA criteria. Furthermore, it evaluated and identified noise impacts under the City of Lynnwood Noise Control Ordinance. The analysis assumed worst-case operations at the project site; actual noise levels are expected to be lower than those presented in the analysis (e.g., warning horns are not installed on motor vehicles). However, mitigation is provided for noise impacts associated with the Lynnwood Alternative. This includes a noise wall along the side of the site (i.e., between the facility and residences). No noise impacts are predicted at Scriber Creek Park, and no impacts on wildlife are expected. Wildlife in the area would already be accustomed to noise from Interstate 5, truck traffic on adjacent arterials, and existing noise in the project area. Additional noise produced by operations at the OMSF, even during night hours, would not be expected to affect any local area wildlife. Appendix E.2, *Noise and Vibration Technical Report*, of the Final EIS has detailed information regarding the assumptions used in executing the noise analysis and the predicted noise levels for each of the residences located near the OMSF. Please see response to Comment L5-11. Noise and human disturbance issues were addressed in Appendix E.3, *Ecosystems Technical Report* (Section 4.2.2.1), of the Final EIS. Noise and disturbances related specifically to the Lynnwood Alternative are also addressed in Appendix E.3, *Ecosystems Technical Report* (Section 4.2.2.2), of the Final EIS. Additional detail regarding the potential for noise-related impacts on wildlife has been added to Appendix E.3, *Ecosystems Technical Report* of the Final EIS, and Chapter 3, Section 3.9, *Ecosystems*, of the Final EIS to focus specifically on the landscape setting of each site and the potential for noise to disturb wildlife during construction and operation of the OMSF.

Response to Comment L5-23

This multipart comment includes several components, which are responded to in order.

1. Response to comment on Draft EIS page 3.9-16: The referenced section addresses short-term construction-related impacts. Long-term effects on wetland/riparian vegetation and associated ecological functions are addressed in Chapter 3, Section 3.9, *Ecosystems*. Potential impacts on ecological functions provided by the wetland are also discussed in Appendix E.3, *Ecosystems Technical Report* (Section 4.1.2), of the Final EIS.

The loss of vegetation at the outer western edge of the wetland, as well as temporary clearing activity and the placement of a support piling for the elevated track within the wetland, even if located near the thalweg of Scriber Creek, are not expected to create large areas of unshaded open water. As such, the potential for the Lynnwood Alternative to increase water temperatures downstream in either Scriber Creek or Swamp Creek is very low, as is the potential for an increase in predation, an increase in nutrients, or an increase in sunlight great enough to create algae blooms in the wetland. Additional analysis has been added to Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), and Appendix E.3, *Ecosystems Technical Report* (Section 4.2), of the Final EIS.

2. Response to comment on Draft EIS page 3.9-26: Compensatory mitigation for impacts on wetlands, streams, and other critical areas would be implemented in accordance with applicable federal, state, and local requirements and guidelines, including those related to an appropriate compensatory mitigation area, as noted in Chapter 3, Section 3.9, *Ecosystems* (3.9.6.2), of the Final EIS.
3. Response to comment on Draft EIS page 3.9-27: The referenced sentence presented a general reference to the efforts in the basin to restore and enhance stream and wetland habitats and thus the potential for positive cumulative effects within the basin relative to stream and wetland habitat conditions. The sentence has been removed; however, it does not change any conclusions presented in the Final EIS.
4. Response to comment on Draft EIS page 3.9-29: Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.6.2), of the Final EIS states that compensatory mitigation would be conducted in accordance with applicable federal, state, and local requirements and guidelines and further references the local Critical Areas Ordinance for Lynnwood. This section also states that Sound Transit would work with the City of Lynnwood to define appropriate mitigation, consistent with the local plans and regulations.

Text under the *Approved Mitigation Bank* and *King County In-Lieu Fee Program* sections has been modified to reference specifically Lynnwood regulations regarding mitigation requirements for mitigation in the same drainage basin.
5. Response to comment on Draft EIS page 3.10-2, Table 3.10-1: Chapter 3, Section 3.10, *Water Resources* (Table 3.10-1), of the Final EIS has been revised to reflect current Category 5 water quality impairments in Swamp Creek (temperature, pH, and dissolved oxygen) and Scriber Lake (phosphorous).
6. Response to comment on Draft EIS page 3.10-3: Chapter 3, Section 3.10, *Water Resources* (Section 3.10.3.3), of the Final EIS has been corrected to appropriately describe Scriber Creek as it flows through the Scriber Creek wetland and the Lynnwood Alternative site, consistent with Chapter 3, Section 3.9, *Ecosystems*, of the Final EIS. This revision does not change any conclusions presented in the Final EIS.
7. Please see response to Comment L5-23, components 1 and 5.

Response to Comment L5-24

To support design of an OMSF at the Lynnwood Alternative site, a retaining wall may be required along 52nd Avenue W. To ensure uniformity of finish for the structural guideway, portals, retaining walls, and mechanically stabilized earth walls and facilitate graffiti removal, all concrete structures that would be visible to the public would be sealed with a WSDOT-approved pigmented sealer. Landscaping would be provided along 52nd Avenue W, per City of Lynnwood Municipal Code and the conditions of the Conditional Use Permit. Please also see response to Comment L5-21.

Response to Comment L5-25

Chapter 4, *Alternatives Analysis* (Section 4.1.1), of the Final EIS discusses how well each alternative meets the goal of providing efficient and reliable light rail service. Capital and operation costs are discussed in Chapter 4, *Alternatives Analysis* (Section 4.1.3), of the Final EIS. Information regarding the cost of the build alternatives is provided in Chapter 4, *Alternatives Analysis* (Table 4-3), of the Final EIS. Please see the response to Common Comment 1 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L5-26

Switches used for access to and movements within the OMSF yard are included in the noise analysis.

Response to Comment L5-27

The peak 1-hour equivalent sound level (Leq) at residences along 52nd Avenue W is shown in Table 6-4, of Appendix E.2, *Noise and Vibration Technical Report*. This is the noise metric used to assess proposed project's consistency with the City's noise regulations for EDNA classes. The levels shown represent the cumulative noise level that would be produced in 1 hour by operations at the OMSF.

Response to Comment L5-28

There is no further change regarding the number of events. FTA provides three different levels, Infrequent Events (fewer than 30 events), Occasional Events (30 to 70 events) and Frequent Events (more than 70 events). Frequent Events is the most stringent category and the level that was used for this analysis.

Response to Comment L5-29

L_{dn} is a 24-hour noise measurement with a 10-decibel penalty for nighttime noise between 10 p.m. and 7 a.m. that pertains specifically to sleeping periods. This approach is conservative in that it artificially increases the predicted noise levels during these hours to address issues related to nighttime sensitivity. Appendix E.2, *Noise and Vibration Technical Report*, provides 24 graphs of the 1-hour measurements in an attachment for reference.

Response to Comment L5-30

This information is included in the last bullet on page 5-2 of Appendix E.2, *Noise and Vibration Technical Report*.

Response to Comment L5-31

The description provided in the second bullet point on page 5-2 is specific to the LRV wash systems. The automated door for the LRV wash system will operate as specified.

Response to Comment L5-32

Wheel squeal, which results from steel wheels rolling on tight-radius curves, can vary widely, depending on the speed of the LRVs as they move through the curves. It is not caused by bearings or related to age. Lubrication has been the proven method for addressing this issue on Sound Transit and other light rail systems. For example, Portland, Oregon, has relied on this method for 20 years with success. As noted in Chapter 3, Section 3.8, *Noise and Vibration* (Section 3.8.2.2), of the Final EIS, LRVs will not operate at high speeds within the OMSF (i.e., no greater than 8 mph). Therefore, wheel squeal is not expected to be an issue of concern.

Response to Comment L5-33

The analysis assumes the worst-case 1-hour L_{eq} and 24-hour L_{dn} , which are the normal descriptors for a technical noise analysis. The study also assumes worst-case operations. Actual noise levels are expected to be lower than those presented in the report. Please see response to Comment L5-29.

Response to Comment L5-34

No soil samples were taken at the Lynnwood Alternative site; soil samples are not required for vibration predictions. However, vibration propagation measurements were taken and were used to provide accurate vibration levels. Vibration propagation measurements were taken in the cul-de-sac at the south end of 53rd Avenue W, with an additional vibration propagation measurement taken in the Lynnwood Park and Ride lot. Testing in Portland and Seattle, as well as tests performed by FTA and others, show the wet soil does not have a measurable effect on the propagation of vibration from light rail operations. Modern light rail operations do not cause buildings to settle, especially at distances of more than 25 to 50 feet. The residences are more than 100 feet from the nearest tracks. The vibration levels are provided in Appendix E.2, *Noise and Vibration Technical Report*, of the Final EIS.

Vibration from a slow-speed modern light rail system would not produce excessive vibration at the residences across 52nd Avenue W given the distance from the OMSF. Multiple measurements support this conclusion.

Response to Comment L5-35

Appendix E.3, *Ecosystems Technical Report* (Section 3.2.2.1), of the Final EIS, states that Swamp Creek, Little Bear Creek, and North Creek are all tributaries to the Lake Washington hydrologic unit. The text has been revised to clarify that North Creek and Little Bear Creek, as well as Swamp Creek, are all tributaries to the Lake Washington hydrologic unit but are not tributary to each other.

The current Category 5 parameters on the 2012 303(d) list for Swamp Creek are dissolved oxygen, pH, and temperature, with Scriber Lake also listed for phosphorous. Swamp Creek is classified as Category 4A for fecal coliform and Category 2 (waters of concern) for mercury and bioassessment but is not 303(d) listed for these parameters at this time. The text has been revised to address the omission of the temperature and phosphorous listings.

Appendix E.3, *Ecosystems Technical Report* (Section 3.3.5.4), of the Final EIS was revised to include the potential for otters to occur periodically in the study area.

Letter L6, City of Lynnwood, Historical Commission



6//23/14

Kent Hale
Link Light Rail Operations and Maintenance Satellite Facility
Sound Transit
401 South Jackson Street
Seattle, WA 98104-2826

RE: OMSF DEIS: City of Lynnwood Additional Comments, Historic Preservation

Dear Mr. Hale,

The Lynnwood Historic Commission advises the City Council on historic issues. At their recent meeting they crafted additional comments regarding the City's historic resources and OMSF impacts. Please accept these as an addition to the comprehensive comments the City submitted last week.

Paul Krauss AICP
Lynnwood Community Development Director

Cedar Valley Grange

The Area of Potential Impact is described as the geographic area within which an undertaking may directly or indirectly cause alterations to the character or use of a historic property. Why the Cedar Valley Grange was not found to be of historic impact in Lynnwood during Sound Transit's evaluation is unknown. The Cedar Valley Grange (founded in 1909 as Hall's Lake Grange) was moved across the street from its original site to its present location in 1948, falling well within the City of Lynnwood's requirement of 50-year eligibility, having been present before the city even existed. It would be considered eligible for the Lynnwood Register of Historic Landmarks by age and because it exemplifies the cultural, social, and historic heritage of the City.

L6-1

To be eligible for registration on the National Register of Historic Places (NRHP), a building must meet one of four criteria, including being "...associated with events that have made a significant contribution to the broad pattern of our history." Given the role the Grange played in the history of Alderwood Manor and later the City of Lynnwood, it should be considered eligible for the Register. Once a historic resource is identified and evaluated, Criteria of Adverse Effects

Responses to Letter L6, City of Lynnwood, Historical Commission

Response to Comment L6-1

The Cedar Valley Grange property at 20526 52nd Avenue W (APN 00462600800400) was previously evaluated by Silverman (2012) for the Sound Transit *Lynnwood Link Extension Draft EIS* (Sound Transit 2013) and is recorded in the Washington Department of Archaeology and Historic Preservation's Washington Information System for Architectural and Archaeological Records Data (WISAARD). The evaluation lists the property as "not eligible." It was formally determined not eligible for listing in the National Register of Historic Places by the Federal Highway Administration and the Washington State Historic Preservation Officer (SHPO) on August 12, 2014. Appendix E.4, *Historic and Archaeological Resources Technical Report* (pages 4-4 and 6-9), references this information. The Cedar Valley Grange property is not listed in the Lynnwood Register of Historic Resources.

Response to Comment L6-2

Several segments of the Seattle-Everett Interurban Railway that extend southwest-northeast through and in the vicinity of the Lynnwood Alternative area of potential effects have been previously evaluated and recorded in the Washington Department of Archaeology and Historic Preservation's WISAARD. These include evaluations by Gilpin (2009), Chambers (2012a), and Silverman (2012). The latter was conducted for the *Lynnwood Link Extension Draft EIS* (Sound Transit 2013). The Washington SHPO concurred with this evaluation and determined that the Interurban Railway was not eligible for listing in the National Register of Historic Places on December 2, 2012, and August 2, 2013. Appendix E.4, *Historic and Archaeological Resources Technical Report*, references this information (pages 4-3, 4-4 and 6-10) and provides a discussion of the Seattle-Everett Interurban Railway's route through both King and Snohomish Counties (pages 3-5 and 3-6).

Response to Comment L6-3

Please see responses to Comments L6-1 and L6-2. No historic properties were identified in the study area for the Lynnwood Alternative area of potential effects. This includes properties that are eligible for or listed in the National Register of Historic Places, the Washington Heritage Register, or the City of Lynnwood Register of Historic Resources. The Cedar Valley Grange property is not listed in the Lynnwood Register of Historic Resources. All of the properties in the study area for the Lynnwood Alternative site were previously evaluated by Silverman (2012) for the *Lynnwood Link Extension Draft EIS* (Sound Transit 2013), determined "not eligible" for listing in the National Register of Historic Places, or were less than 50 years old. Because no historic properties are known to exist in the study area, future development is not expected to affect historic resources.

Letter L7, Edmonds School District



EDMONDS SCHOOL DISTRICT

20420 68th Ave. W., Lynnwood, WA 98036-7400
<http://www.edmonds.wednet.edu>

Stewart Mhyre, MBA, CSBA
Executive Director
Business & Operations

Includes Brier, Edmonds, Lynnwood, Mountlake Terrace, and Woodway

June 18, 2014

Kent Hale, Senior Environmental Planner
Link Light Rail Operations Maintenance Satellite Facility
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

Subject: Sound Transit Link Light Rail OMSF Draft EIS Comments:
Response to Link Light Rail Operations Maintenance Satellite Facility Request for Comments on DEIS, including our recommendation to eliminate the proposed Lynnwood site from consideration

Summary

Edmonds School District #15 owns the property, approximately located at 52nd Avenue West and SW 208th Street, Lynnwood Washington, which Sound Transit continues to consider as a build alternative for their Link Light Rail Operations Maintenance Satellite Facility. Throughout the review process the district has participated in face to face meetings with Sound Transit officials and has provided written and oral testimony supporting our position that the future District Support Center site is not a viable option for the planned OMSF. The leadership of the City of Lynnwood concurs, and has approved two resolutions which both succinctly cite the adverse impacts related to affordable housing, the recreational resources of Scriber Creek and associated wetlands, wildlife, and the development of the Puget Sound Regional Council Urban Center. The district, on behalf of our voting constituents, continues to request that Sound Transit remove the Lynnwood Alternative from consideration and offers the following specific comments about the contents of the DEIS, issued May 2014.

L7-1

Comments (Bold)

Chapter 1: Purpose and Need for the Proposed Project

Section 1.3 The project goals and objectives delineate transportation, environmental and financial goals.

The DEIS has identified the Lynnwood Alternative as the most costly to construct and operate on an annual basis. Sound Transit's stated financial goal to "minimize system annual operating costs and support efficient and reliable light rail service." will not be met by selecting the district owned property as the preferred location.

L7-2

Chapter 3: Affected Environment and Environment Consequences

Section 3.1.1.2 "This headway does not meet Sound Transit's planned off-peak headway of 10 minutes until 10:00p.m. as shown in Table 3.1-1."

Sound Transit's own analysis identifies the Lynnwood site will not meet their service policy requirements. None of the Bellevue locations identify headway concerns.

L7-3

• OUR MISSION •

To ADVOCATE for all students by PROVIDING a learning environment which EMPOWERS students, staff and the community to MAXIMIZE their personal, creative and academic potential in order to BECOME lifelong learners and responsible world citizens.

Section 3.2.4, Table 3.2-1 Affected Parcels and Displacements by Generalized Land Use Classification

L7-4

The Lynnwood Alternative has the highest number of affected parcels.

Section 3.3.3.3 Land Use - Lynnwood Alternative "As of early 2014, the Edmonds School District had completed environmental review and obtained land use approvals from the City of Lynnwood for its district support center. The school district, however, has not identified alternative locations for this facility."

Prior to acquiring the proposed Lynnwood Alternative site, the district spent years researching potential places of sufficient size and central location, within district boundaries, to site a consolidated Maintenance/Transportation and Administrative campus. There are no other, comparable, available, properties or facilities and the district has no intention investing any more resources into a search we have already completed. In addition, millions of dollars of public funds have already been invested in the work done to date to prepare for the anticipated groundbreaking in June of 2015.

L7-5

Section 3.6.4.3 Operational Impacts - Lynnwood Alternative

"Therefore, the OMSF Lynnwood Alternative would not result in a substantial change to the visual environment in most areas, depending on the Lynnwood Link Extension alternative chosen."

This statement is not consistent with the pictures within Key Map F.3-1, specifically picture A. Picture A shows a significant change in landscaping and what is observable by those living across the street.

Also, in establishing the visual landscape in Key Map F.3 the DEIS failed to take pictures at a location that has the most visually accurate view. A much more representative location for what would be seen is the vista of the intersection of 204th Street West and 52nd Avenue West, facing in a south to south-easterly direction. This is a flaw that should be addressed.

L7-6

Section 3.9.5 Indirect and Cumulative Impacts

"The OMSF Lynnwood Alternative's approximate 6 acres of vegetation and wildlife habitat impact, 1.6 to 1.8 acres of wetland impact, and 0.1 acre of aquatic impacts would add to these reasonably foreseeable project impacts from the Lynnwood Link Extension and, thus, contribute to cumulative impacts on the Scriber Creek subbasin, as well as to the greater Lake Washington watershed."

This makes the environmental impact of the Lynnwood Alternative the highest of the options being considered, which does not meet Sound Transit's stated goal of "...being a responsible steward of the environment."

L7-7

Section 3.15.4.3 Lynnwood Alternative - Operational Impacts

"No other acquisition of a public-service facility at the Lynnwood Alternative site would occur."

This section only addresses the district's property and does not address the DSHS building to the north which provides a tremendous amount of public service to south Snohomish and North King Counties. This contradicts the stated Project Goal and Objective of "...being considerate of affected jurisdictions and the public..."

L7-8

Chapter 4: Alternatives Analysis

Section 4.3 Areas of Controversy and Issues to be Resolved

The first bullet asserts “Determining whether the Edmonds School District could and would develop the portion of the Lynnwood Alternative site not needed for the OMSF to accommodate some functions of the planned district support center.” is a known area of controversy and needs to be resolved.

The district believes there is nothing to resolve. We have thoroughly analyzed the suggestion that our operational goals can still be met if we split the transportation function away from the warehouse and maintenance components and build it independently on the remaining property that the proposed OMFS would not occupy. The remaining property is not large enough to accommodate our buses, parking and other required elements of our Transportation operation.

L7-9

Closing Remarks

The district supports the voter approved Regional Mass Transit Goals, which are being addressed, in part, by the proposed Link Light Rail Operations Maintenance Satellite Facility. However, we have remained constant since the Lynnwood Alternative was first identified, that the use of our designated District Support Center property is not the best option to provide for your OMSF needs. Our planned use of this property for a Maintenance/Transportation facility has been a part of our Capital Facilities Plan for over 8 years. The property will be used as an essential function of the public good of the Edmonds School District. First in 2006, and again in 2014, our voters overwhelmingly supported our plans for the District Support Center and the project is fully funded. We plan on breaking ground in May or June of 2015.

L7-10

As stated in the DEIS, the Lynnwood Alternative has the highest ecosystem and water resource impact, the greatest annual operating costs, and does not meet Sound Transit’s own operational goals. Please carefully consider these comments, the support of the City of Lynnwood, the will of the voters in Snohomish County who passed a tax levy and bond sale to fulfill the district’s Capital Facility Plan, and remove the Lynnwood site from consideration.

L7-11

If you have any questions or would like to discuss our response, please call me at 425-431-7015

Sincerely,



Stewart Mhyre – Executive Director, Business and Operations

C: Nick Brossoit, Ed.D – Superintendent
Edmonds School District Board of Directors

Responses to Letter L7, Edmonds School District

Response to Comment L7-1

Opposition to the Lynnwood Alternative has been noted. The Lynnwood Alternative would not displace residents or otherwise affect affordable housing. The Lynnwood Alternative is not located within the Puget Sound Regional Council's designated Urban Center in Lynnwood. Please refer to response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS, which addresses impacts on the Scriber Creek wetlands.

Response to Comment L7-2

Please see the response to Common Comment 1 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS.

Response to Comment L7-3

Please see response to Comments L5-3 and L5-9.

Response to Comment L7-4

The Lynnwood Alternative requires more parcel acquisitions than other build alternatives but has the fewest business displacements.

Response to Comment L7-5

Please see response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L7-6

Simulated KOPs were chosen to represent the most sensitive views, based on number of viewers, length of time a typical observer would see the view, and proximity of viewers to build alternative sites and their locations. Photograph F.3-2 (KOP A) shows the view of Lynnwood Alternative Design Option C1. Photograph F.3-8 (KOP A) shows the view of Lynnwood Alternative Design Option C2. KOP A is located at 206th Street SW rather than 204th Street SW; 206th Street SW looking to the north is a view of the bulk of the OMSF buildings and retaining wall for a typical viewer.

Response to Comment L7-7

Please refer to response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS.

Response to Comment L7-8

Chapter 3, Section 3.15, *Public Services*, of the Final EIS discusses existing conditions and potential impacts on public services at the build alternative sites. The public services considered in the analysis are fire and emergency medical services (including hospitals), police services, schools (public and private), and solid waste and recycling facilities. The analysis of potential impacts on the Department of Social and Health Services is described in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, and Appendix C, *Environmental Justice* of the Final EIS. Please also see response to Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS.

Response to Comment L7-9

Comment noted.

Response to Comment L7-10

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS.

Response to Comment L7-11

Comment noted. Please see responses to Comments L7-1 through L7-10.

Letter L8, King County Department of Natural Resources and Parks



King County
Department of
Natural Resources and Parks
Director's Office
King Street Center
201 S Jackson St, Suite 700
Seattle, WA 98104-3855

June 20, 2014

Mr. Kent Hale
OMSF DEIS Comments Sound Transit
Union Station
401 S. Jackson Street
Seattle, WA 98104-2826

Dear Mr. Hale:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for Sound Transit's Link Light Rail Operations and Maintenance Satellite Facility (OMSF). King County Department of Natural Resources and Parks (DNRP) recognizes the importance of this proposed facility in Sound Transit's work to expand the regional light rail system.

Three of the four siting alternatives described in the DEIS would impact development of a regional trail in the Eastside Rail Corridor. King County holds a trail easement in the ERC, including that part of the corridor potentially impacted by these alternatives. Thanks to voters who last year approved a King County Parks levy that included a regional trail in the ERC, work is underway to develop a trail master plan. Given the potential impact of the OMSF on opportunities for trail development, it is crucial that Sound Transit and its OMSF design team work collaboratively with King County Parks and its trail planning team if facilities are to be successfully co-located in the corridor. Such a collaborative approach is an essential element of the multi-use vision that has been articulated by the Eastside Rail Corridor Regional Advisory Council, which includes Sound Transit CEO Joni Earl as a member.

L8-1

In addition to a trail easement, the DNRP Wastewater Treatment Division holds a utility easement in the portion of the corridor where the OMSF is being considered. King County Code 28.84.050 describes requirements Sound Transit's design team must consider for any development planned in proximity to wastewater facilities in the corridor.

L8-2

Sincerely,

Christie True

cc: Linda J. Sullivan, ERC Trail Master Plan Project Manager, Department of Natural Resources and Parks (DNRP)
David St. John, Policy Advisor, DNRP
Mark Lampard, Engineer, Wastewater Treatment Division, DNRP

Attachment: DNRP Detailed Comments

Sound Transit Link Operations and Maintenance Satellite Facility (OMSF)

Administrative Draft EIS

Cooperating Agency Review

Comments Due to Sound Transit: June 23, 2014

Send completed comment form to kent.hale@soundtransit.org

Review Comments

Draft EIS Section	Section No.	Page No.	Line No.s	Exhibit/Table No.	Comment	Agency	Reviewer
Appx G. Conceptual Plans				Fig. S-4a	BNSF Modified Alternative straddles the Eastside Rail Corridor and adds 4 at-grade road crossings and 2 at-grade LRT track crossings of the trail. These intersections represent potential conflicts between trail users and ST operations. If this alternative is selected, the trail should be routed around the OMSF to the west for a length of approximately 2,000'.	King County Department of Natural Resources and Parks, Parks Division	Sullivan
Appx G. Conceptual Plans				Fig. S-2e	Lynnwood Alternative would build 3 storage tracks and access road in the Eastside Rail Corridor requiring up to 80' of corridor width, for a length of 1,500'. This could reduce the width available for other trail and utility uses to 20'. This could potentially accommodate a trail, depending on topography, but no other uses.	King County Department of Natural Resources and Parks, Parks Division	Sullivan
Appx G. Conceptual Plans				Fig. S-3a	BNSF Alternative, 2 tracks and 1/2 the width of an access road would be constructed in the Eastside Rail Corridor. Width used appears to be approximately 45' leaving 55' available for other uses. This accommodates a trail, and may accommodate other uses.	King County Department of Natural Resources and Parks, Parks Division	Sullivan
Appx G. Conceptual Plans				Fig. S-4a	The BNSF Modified Alternative is very close to the KC Eastside Interceptor sewer and King County Wastewater Treatment Division has an exclusive easement for that property, thus Sound Transit will need to submit drawings for Wastewater Treatment Division review as required by KC Code 28.84.050 prior to implementation.	King County Department of Natural Resources and Parks, Wastewater Treatment Division	Lampard

L8-3

L8-4

L8-5

L8-6

Responses to Letter L8, King County Department of Natural Resources and Parks

Response to Comment L8-1

Please see the response to Common Comment 28 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L8-2

The requirements of King County Code 28.84.050 will be addressed as design of the OMSF progresses. Sound Transit initiated coordination with the King County Wastewater Treatment Division subsequent to publication of the Draft EIS. In addition to the Eastside Interceptor sewer line, which is located in the Eastside Rail Corridor, another large King County Wastewater Treatment Division sewer pipe, the Lake Hills Interceptor, crosses the Preferred Alternative site and connects to the Eastside Interceptor. The layout and configuration of the Preferred Alternative have been modified to avoid construction of OMSF buildings within the 10-foot easement area for this sewer pipe. Sound Transit will continue to coordinate regarding design and construction activities that have the potential to affect King County facilities and other utilities at the Preferred Alternative site.

Response to Comment L8-3

Please see response to Comment L2-95 and the response to Common Comment 28 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L8-4

Please see response to Comment L2-96.

Response to Comment L8-5

Please see response to Comment L2-97.

Response to Comment L8-6

Please see response to Comment L8-2.

Letter L9, Metropolitan King County Council



King County

Metropolitan King County Council

King County Courthouse
516 Third Avenue, Room 1200
Seattle, WA 98104-3272

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June 20, 2014

Kent Hale
Link Light Rail Operations Maintenance and Satellite Facility
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

Dear Mr. Hale,

Thank you for the opportunity to comment on the Draft Environmental Impact Statement for Sound Transit's Link Light Rail Operations and Maintenance Satellite Facility (OMSF). We applaud Sound Transit's work to expand the regional light rail system and acknowledge the importance of the OMSF in enabling this expansion to occur.

King County holds property interests along the ERC, and as members of the Metropolitan King County Council, we are committed to the vision for the corridor as a multi-use "corridor for the ages" that will provide economic, mobility, and recreational benefits to the Central Puget Sound region for generations to come. We are also committed to responsible urban growth that fits VISION 2040 and accommodates the population and job growth we expect to occur in our region.

As you know, three of the four OMSF alternatives under consideration involve use of a portion of the ERC. According to our understanding, the BNSF and BNSF modified alternatives would use 45 feet of the 100 foot ERC right of way for the OMSF, and the Lynnwood alternative would use 80 feet of the ERC right of way for storage tracks. These alternatives would leave 55 feet and 20 feet, respectively, for other uses in the corridor. Additionally, it appears that the BNSF modified alternative would involve three grade-separated crossings of the ERC.

We are concerned that potential plans to use 45 to 80 feet of the ERC right of way for the OMSF, as well as add crossings over the ERC, may not preserve enough space for multiple uses in the corridor. We are particularly interested in preserving the potential for the ERC to accommodate a future north-south transit connection. The ERC is a valuable resource, serving as the last

untapped north-south connection between rapidly growing residential and employment centers in our region.

L9-1
cont'd

Additionally, the BNSF and BNSF modified alternatives are within the station walk shed of the planned 120th Avenue NE East Link Light Rail Station in an area that the City of Bellevue has up-zoned to accommodate five thousand housing units and ten thousand employees. Considering the huge public and private investments being made in this area to accommodate growth for the future—including Sound Transit’s East Link light rail—we see the site of the BNSF alternatives as most appropriately used for dense, mixed use development. We ask that you leave the rail corridor unimpeded. We also ask that Sound Transit consider the recommendations of the Urban Land Institute for successfully integrating the OMSF into the surrounding community.

L9-2

Thank you for your consideration of these issues.

Sincerely,



Jane Hague
Vice Chair, King County Council
Co-Chair, ERC Regional Advisory Council



Larry Phillips
Chair, King County Council
ERC Regional Advisory Council



Joe McDermott
Vice Chair, King County Council



Kathy Lambert
King County Councilmember
ERC Regional Advisory Council

Responses to Letter L9, Metropolitan King County Council

Response to Comment L9-1

Sound Transit is committed to working with stakeholders and will continue to engage with the Eastside Rail Corridor Regional Advisory Council to ensure that the council's interests are considered throughout the design process and the obligations of the railbanking agreement are upheld. Please see the response to Comment L2-95 and response to Common Comment 28 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment L9-2

Please see the response to Common Comment 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Tribes

Letter T1, Muckleshoot Indian Tribe, Fisheries Division

From: Karen Walter [KWalter@muckleshoot.nsn.us]
Sent: Monday, June 23, 2014 3:50 PM
To: OMSF
Cc: Hale, Kent
Subject: Link Light Rail Operations and Maintenance Satellite Facility Draft Environmental Impact Statement

To Whom It May Concern,

We have reviewed the Draft Environmental Impact Statement (EIS) for Sound Transit's Proposed Link Light Rail Operations and Maintenance Satellite Facility project referenced above. We offer the following comments in the interest of protecting and restoring the Tribe's treaty-protected fisheries resources:

- 1. As described in the Draft EIS and its appendices, the two BNSF alternatives have the fewest impacts to streams, floodplains, and wetlands based on the information in Tables 3.9-1 and 3.9-3. As a result, one of these BNSF alternatives should be pursued to avoid impacts to Scriber Creek or Goff Creek which would be adversely impacted by the Lynnwood Alternatives or the SR 520 alternative, respectively. While there are salmon access limitations currently for both Scriber Creek and Goff Creek, both of these streams should have their current WSDOT-owned fish passage barrier culverts on I-5 and SR 520 fixed as required by the recent federal court injunction under U.S. vs. Washington. This issue was not considered in the EIS and is relevant to the analysis as this is a foreseeable action and should be considered as part of the environmental assessment. T1-1
- 2. The methods section on page 3.9-2 under "Aquatic Resources" is a little misleading regarding tribal fishing. While there may be no directed tribal fisheries (commercial, subsistence, or ceremonial) in the immediate study area of the affected streams, rivers, pond, etc. (i.e. within 200 feet), the affected streams are part of the larger Cedar/Sammamish/Lake Washington watershed which is one of the watersheds that provides salmon for the Muckleshoot Tribe's fisheries. Impacts from this project either directly or indirectly could affect salmon that comprise, in part, the Tribe's fisheries. T1-2
- 3. The DEIS lacks sufficient analysis regarding floodplain and wetland filling for the Lynnwood alternatives that can cause impacts to Scriber Creek. Specifically, floodplain and wetland fill in this vicinity can limit side channel and off-channel formation that can be used by juvenile fish. The fill described in the DEIS could create this impact and any future floodplain scour protection activities at the site or downstream can further impact these processes and fish habitat. It would be better to avoid this impact altogether by avoiding fill in these areas. T1-3
- 4. As the proposed mitigation for any unavoidable impacts are not fully discussed yet, we are reserving our comments on the adequacy of the mitigation plan for unavoidable impacts to streams, wetlands, floodplains and buffers until the mitigation plan is more developed. Please note that it is our expectation to work closely with Sound Transit as this mitigation plan is developed whether King County's In Lieu program is used or permittee mitigation is proposed. T1-4
- 5. We recommend that stormwater generated by this project be treated using "enhanced" techniques to maximize the reduction of oils, PAHs, and heavy metals in any discharged stormwater. T1-5

We appreciate the opportunity to review this DEIS and look forward to having our comments sufficiently addressed in the FEIS and subsequent permits. Please let me know if you have any questions.

Thank you,
Karen Walter
Watersheds and Land Use Team Leader

*Muckleshoot Indian Tribe Fisheries Division
Habitat Program
39015 172nd Ave SE
Auburn, WA 98092
253-876-3116*

Responses to Letter T1, Muckleshoot Indian Tribe, Fisheries Division

Response to Comment T1-1

An analysis of the potential removal of barriers to fish passage and consequent effects of the SR 520 Alternative relative to future fish passage is provided in Chapter 3, Section 3.9, *Ecosystems*, and Appendix E.3, *Ecosystems Technical Report*, of the Final EIS. The potential for precluding fish passage in the future has been incorporated into the environmental impact analysis.

Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.3.3), states that despite the already-degraded condition, the stream channel and its buffer would be expected to provide rearing habitat for some resident fish and potentially anadromous fish should downstream fish passage barriers be removed in the future. Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.5), of the Final EIS similarly states that the SR 520 Alternative would preclude upstream fish passage on Goff Creek if the migratory corridor were to be restored at some point in the future.

Appendix E.3, *Ecosystems Technical Report* (Section 4.1.2.2), of the Final EIS similarly acknowledges that the SR 520 Alternative would preclude fish passage into and past the site should the migratory corridor for salmonids and other fish species in Goff Creek be restored at some point in the future. Please see response to Comment L2-72 above and the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment T1-2

The referenced sentence has been amended to read as follows: "Although there is no commercial fishing in the aquatic resources study area, either by tribal or nontribal fishers, the streams of the study area are part of the Cedar/Sammamish/Lake Washington watershed, which provides salmon fisheries."

Response to Comment T1-3

Additional analysis regarding the placement of fill within the 100-year floodplain of Scriber Creek and the elimination of off-channel habitat for juvenile salmonids has been added to Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), and Appendix E.3, *Ecosystems Technical Report* (Section 4.1.2.2), of the Final EIS.

Response to Comment T1-4

Sound Transit will coordinate with the Muckleshoot Indian Tribe, Fisheries Division, during final design, and the tribe will be invited to participate in the permitting process.

Response to Comment T1-5

All Sound Transit projects must mitigate unavoidable impacts, thereby ensuring that they will not reduce ecosystem function or acreage (see Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit [2007]). In addition, all Sound Transit projects must consider low-impact development (LID) methods, which often include technologies that maximize the removal of heavy metals and oils from stormwater, as a first choice for stormwater treatment. They OMSF design team will review the feasibility of LID strategies as the Preferred Alternative design advances and, if necessary, use other methods to protect water quality.

Businesses

Letter B1, Acura of Bellevue

Comments received from **Businesses** regarding the OMSF project are contained within this PDF.
Comments have been bookmarked in the PDF alphabetically by the business name.

- 1 Acura of Bellevue
- 2 Adrenaline Watersports
- 3 Barrier
- 4 BECU
- 5 BMW of Bellevue
- 6 Eastside Staple and Nail
- 7 Ferguson Enterprises
- 8 Fireside Hearth & Home
- 9 Geoline, Inc
- 10 Harsch Investment Properties
- 11 JC Auto Restoration
- 12 Kiki Sushi
- 13 Law Office of James R. Walsh
- 14 Lifespring
- 15 Mayes Testing Engineers, Inc.
- 16 MJR Development
- 17 MOSAIC Children's Therapy Clinic
- 18 MRM Capital
- 19 Pine Forest Development
- 20 Realty Executives
- 21 Rockwell Institute
- 22 Vidvel, Inc
- 23 Wright Runstad & Co.

From: frankkelley88@gmail.com on behalf of Frank Kelley [frankkelley@acuraofbellevue.com]
Sent: Monday, June 23, 2014 6:45 AM
To: OMSF
Subject: Maintenance facility in Bellevue

I work at Acura of Bellevue, and I have worked there for 21 years. We have employed 70 employees and created a huge tax base for the city and county in this location. Your purposes site couldn't be in a worse location. There are several established business in this purposes site. The other site you are recommending is mostly industrial area in a lowered area and would be mostly unseen. Please do not make us move. We would most likely have to move out of Bellevue due to the real estate prices in Bellevue.

B1-1

Sincerely

Frank Kelley
Acura of Bellevue
13424 NE 20th St
Bellevue wa 98005

--

Frank Kelley
General Sales Manager
21 Years with Acura of Bellevue
(425) 644-3000 xt 1105
acuraofBellevue.com

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From: shawnfinger@acuraofbellevue.com
Sent: Saturday, June 21, 2014 12:27 PM
To: OMSF
Subject: Objection to Sound Transit maintenance yard

To whom it may concern:

I would like to strongly object to the proposed location of the Sound Transit Maintenance Yard location in Bellevue along NE 20th Street. This will affect so many businesses and force them to relocate if they are fortunate enough to be able to find a new, affordable location. I work at Acura of Bellevue and have since 1991; we are a large business and require a large plot of land in order to operate our business, it will be near impossible for us to find a suitable location in the area where we can rebuild. Because of this it would impact many of our employees forcing them to drive further and incurring more costs as a result of a relocation. The fact that these proposed maintenance yards were NOT a part of the initial proposal to the city of Bellevue regarding the Light Rail System was very deceiving and they are in fact not separate issues but one in the same. Again I strongly object to the proposed location along NE 20th in Bellevue and recommend you find a more suitable location where you are displacing only a few business instead of 120+ and the 1,000+ employee's. There are better locations such as the industrial area along 124th between Northup Way/NE 20th and Bel Red Rd.

B1-2

Sincerely,

Shawn Finger
Internet Manager
Acura of Bellevue
shawnfinger@acuraofbellevue.com
425-644-3000
www.acuraofbellevue.com

Hours:
Store Hours:
Mon-Fri: 8:30 am – 8:00 pm
Sat: 9:00 am – 7:00 pm
Sun: 11:00 am – 5:00 pm



From: Jim Roper [jim_roper@msn.com]
Sent: Monday, June 23, 2014 11:41 AM
To: OMSF
Subject: No Rail Yard on Plaza 520 property

To whom it may concern,

My name is Jim Roper and I have been an employee at Acura of Bellevue going on 12 years. I am writing you today to reject locating the new transit rail yard on the Acura of Bellevue property. I know your selection committee has better options (less costly options to the tax payers) for the future maintenance facility. I also know that this committee will be faced with strong arm tactics by politicians and lobbyists to reject other sites due to who owns these sites. I understand that you may be forced to make a decision based on factors that aren't tied to what makes economic or business sense. What I do know is if this location is selected you will be putting hundreds of well-paying middle class jobs in limbo. Jobs that common folks may end up losing because a new location doesn't exist. So please, don't be sucked in by rich guys telling you what is best for them and what is not best for average Joe.

B1-3

Thank you,

Jim Roper

jim_roper@msn.com

Sales Manager

Acura of Bellevue

Responses to Letter B1, Acura of Bellevue

Response to Comment B1-1

Opposition to the SR 520 Alternative due to displaced businesses has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS.

Response to Comment B1-2

Please see response to Comment B1-1.

Response to Comment B1-3

Please see response to Comment B1-1.

Letter B2, Adrenaline Watersports

From: Adrenaline Watersports Email [email@waterskideals.com]
Sent: Wednesday, May 28, 2014 4:28 PM
To: OMSF
Cc: 'Adrenaline Watersports'
Subject: Eastside Operations & Maintenance Satellite Facility (OMSF)
Attachments: Tenant ST Letter-link light rail.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Attached you'll find a letter opposing the selection of an Eastside Operations & Maintenance facility. This site not only has ecological impacts but also economic impacts on commerce already in the area. | B2-1

Thanks,

Mike Bell
Adrenaline Watersports
13433 NE 20th St - Suite C
Bellevue, WA 98005
425-746-WAKE (9253)

**Spring Hours: Mon- Fri (11 to 7) Sat (11-4)
Closed Sunday**

Please send letter to: omsf@soundtransit.org

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Mike Bell, Owner of Adrenaline Watersports and I am a tenant at Columbia Business Park, which is across the street from a site that is under consideration by Sound Transit as “Alternative 4” in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

I strongly oppose the selection of this site.

We believe **protecting Goff Creek, a fish-bearing stream that currently daylights through the site under consideration, should be a priority.** Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use.

B2-2

We also believe **the heavy industrial use of the OMSF is not consistent with the City of Bellevue’s comprehensive plan.** Siting the OMSF at the site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses.

B2-3

Finally, the SR 520 Alternative is also **within a stone’s throw from one of Bellevue’s oldest neighborhoods** – Bridle Trails – and we understand there is strong concern about the impacts of a heavy industrial use on this community of more than 5,000 homes.

B2-4

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to “overbuild” the site and create a transit-oriented development that builds off the nearby Spring District development.

B2-5

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small business and the surrounding neighborhood.

B2-6

Thank you for considering our comments.

Sincerely,

Responses to Letter B2, Adrenaline Watersports

Response to Comment B2-1

Opposition to the SR 520 Alternative due to ecological and economic impacts has been noted.

Response to Comment B2-2

Analysis of the impacts on Goff Creek is presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.5), of the Final EIS. Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B2-3

Please see the response to Common Comment 10 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B2-4

Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B2-5

Support for the Preferred Alternative and BNSF Modified Alternative over the SR 520 Alternative has been noted.

Response to Comment B2-6

Opposition to the SR 520 Alternative due to effects on the surrounding neighborhood and businesses has been noted. Impacts on neighborhoods are addressed in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, of the Final EIS.

Letter B3, Barrier

From: Jorge Gonzalez [jorgegonzalez@barriermotors.com]
Sent: Monday, June 23, 2014 4:52 PM
To: OMSF
Subject: OMSF DEIS Comment letter - Barrier Motors
Attachments: OMSF DEIS Comment Letter - Barrier Motors.pdf

To Whom It May Concern,

Attached please find our comment letter a copy of which is being sent via certified mail.

Thank you,

Jorge Gonzalez
1533 120th Ave NE | Bellevue, WA 98005 | 425.990.4445



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June 23, 2014

Kent Hale
Link Light Rail Operations Maintenance and Satellite Facility
Sound Transit
401 S. Jackson St.
Seattle, WA 98104-2826

Sound Transit Link Light Rail, OMSF Draft EIS Comments

Dear Mr. Hale,

Thank you for allowing us to comment in the environmental review process, Barrier Motors owns and operates an automobile dealership (Barrier Audi), a four bay car wash that is available to all Barrier Motors clients, a vehicle storage lot, and a facility dedicated to prepare vehicles for retail, at a property adjacent to the former International Paper now owned by Sound Transit which is one the proposed sites for the maintenance and satellite facility.

Although we understand the need for such facility we object to this particular location for the negative and onerous impact it would have to our operations and our ability to conduct business, and for the following reasons,

1. The Draft EIS does not adequately analyze the impact of removing over 25 acres of developable land already zoned for high density TOD from the walkshed of the future 120th Station which is in direct conflict with Sound Transit's adopted TOD policy. This too undermines the investment that the region is making in a rail mass transit system which relies on dense development near the stations. B3-1
2. The Draft EIS does not analyze the impacts of displacing future redevelopment that could be expected at each Alternative site. The document considers the future land use of a portion of the Lynnwood Alternative as a transportation facility for the Edmonds School District however it does not take into account possible future land use of the BNSF and BNSF Modified Alternatives sites. These sites have been zoned for high density multi-family residential, office and commercial uses and sit within the walkshed of the 120th Station. The presence of the nearby station virtually ensures that these sites will develop quickly and in a manner that maximizes their zoned potential. B3-2
3. The Draft EIS does not adequately analyze the economic impacts to the City and Sound Transit by removing alternatives' property from development fees, traffic impact fees, and sales, revenue and property taxes. If the BNSF Alternative site is built to three quarters of its zoned B3-3

and development potential, the site would contribute approximately \$19 million in transportation impact fees and \$32.7 million in development fees to the City.

B3-3
cont'd

Following you will find examples and further clarification to our objections expressed above.

1. The OMSF is an industrial land use that is incompatible with the development required under current Bel-Red zoning.

The DEIS does not adequately analyze the impacts of the BNSF alternatives on the existing comprehensive planning and expected land uses. The OMSF is incompatible with the type of development reasonably expected under the existing zoning, such as The Spring District. After exhaustive study and community engagement, Bel-Red was re-zoned for high density, mixed-use transit-oriented development as part of the Bel-Red Subarea Plan and Planned Action EIS (2008). As a result, the BNSF and BNSF Modified Alternatives sites are now zoned for multi-family and mixed office/residential uses. Siting a new industrial use at the BNSF site also carries a substantial risk of inducing similar uses in the surrounding area, preventing the planned conversion of the area from its historical light industrial character to the mixed-use, transit-oriented development that the City has planned. The new industrial use in the center of what will otherwise become a vibrant transit oriented community would, at best, reduce its potential value to the region and at worst induce urban blight.

B3-4

Per the Bel-Red Subarea Plan: "A major theme of the Bel-Red Subarea Plan is the "nodal" development pattern, which concentrates future development in the vicinity of future light rail stations. Nodes are envisioned to be areas of sufficient development intensity, amenities, recreation opportunities, and mix of uses that support a high level of pedestrian activity. The decision to focus new employment-generating and higher density residential uses in the nodes is intended to link development areas to locations where planned transportation facilities will support development, and to protect residential neighborhoods located to the north, south and east of the corridor from cut-through traffic."

The Spring District is a 2.3 billion dollar Catalyst Project under the Bel-Red code, and a model for the type of mixed-use, dense, TOD expected in the area as the city of Bellevue's population grows. An industrial use at the BNSF site is inconsistent with the type of uses that should be sited within the development "nodes." The success of The Spring District depends at least in part on the development of similar mixed-use projects in the vicinity.

2. The DEIS does not analyze the impacts of displacing foreseeable development actions.

While the Draft EIS mentions possible future developments on the alternative sites and adjacent sites, the document does not fully analyze them. It focuses on present uses (i.e., light industrial land use in Bellevue) and not the potential and foreseeable development, which includes the development of high density, mixed-use transit-oriented development like The Spring District, allowed under the Bel-Red re-zoning.

B3-5

While Table 3-1 lists some foreseeable future actions, there is no analysis of the future conditions when these are built projects. Specifically, The Spring District has an approved Master Development Plan for over 5.3 million square feet of commercial, office, and residential space. Additionally, within The Spring District infrastructure for the first 1.5 million square feet has been constructed; two office buildings of 500,000 square feet are in review for building permit; and over 300 apartments are in the Administrative Design Review phase of approval. These improvements should be considered rather than the existing industrial land uses.

B3-5
cont'd

Furthermore, there is not a consistent methodology between DEIS sections for measuring foreseeable future conditions compared to the No Build Alternatives. For example, the transportation elements refers to 2035 design year conditions, while other sections such as Noise and Visual and Aesthetics use a 2012 condition. This usage of the 2012 condition fails to address already-permitted Spring District development and foreseeable future development on and around the alternative sites.

3. Comparison to Existing "No Build "conditions should be extended to foreseeable development.

The City of Bellevue went through a substantial effort to re-zone the Bel-Red area and transform from a light industrial area to a mixed-use Office/Residential area.

B3-6

In order to fully evaluate the impacts of the OMSF, the No Build Alternative should consider future development, for which the jurisdictions have undergone significant re-zoning and planning. In Bellevue, the re-zone of the BNSF site is for mixed-use office/residential, which was part of the City of Bellevue 2008 Bel-Red Subarea Plan and Planned Action EIS. The OMSF No Build condition should also reflect build-out of the adjacent Spring District development.

4. Visual Impacts analysis does not consider foreseeable development.

While the Draft EIS acknowledges The Spring District development as an adjacent property, the document does not adequately analyze the visual impacts of the OMSF on adjacent properties with foreseeable development actions in the surrounding area. At the very least, The Spring District development should be acknowledged on Figure 3.6-2 and reflected in the analysis on Table 3.6-1.

B3-7

Visual impacts on The Spring District and the surrounding area are significant when analyzed with the future mixed-use office/residential development nearby. For example, The Spring District Master Plan has an 11-floor hotel sited on the corner of 120th Avenue NE and NE Spring Boulevard (formerly NE 15th Street) next to the 120th Station. The OMSF or Storage Tracks located on the BNSF site would have significant visual impacts to the hotel, which will overlook the BNSF property. Yet the DEIS analyzes visual impacts based on conditions existing in 2012, which are vastly different from the conditions we can reasonably expect in the near future.

5. Noise impacts analysis does not consider foreseeable development actions.

B3-8

The DEIS, Chapter 3.8, does not adequately analyze the noise impacts of the OMSF on foreseeable development actions in The Spring District and surrounding area. While it acknowledges The Spring District property as an adjacent property, it does not include the district's foreseeable development in the analysis. For example, The Spring District Master Plan has an 11-floor hotel sited on the corner of 120th Avenue NE and NE Spring Boulevard (formerly NE 15th Street). The OMSF or Storage Tracks located on the BNSF site would have significant noise impacts to the hotel in the night and early morning hours.

B3-8
cont'd

As with visual impacts, using 2012 conditions as the background significantly understates the sensitivity of neighboring uses. The DEIS should assume the neighborhood will develop as mixed-use, TOD according to the Bel-Red zoning.

6. The DEIS does not analyze the alternatives with the future condition of 120th as a five-lane multimodal arterial.

The Spring District borders 120th Avenue NE and Spring District traffic is dependent on the function of the roadway. While the widening of 120th Avenue NE is mentioned in the document, Table 3.1-3 does not take into account the City of Bellevue's 120th Avenue NE widening project by design year 2035, The 120th Avenue NE widening project (Stages 2 and 3) – NE 8th Street to Northup Way. The project is part of the City of Bellevue's 12-year Transportation Facilities Plan and 6-year Capital Improvement Plan, which are both financially constrained lists.

B3-9

7. The DEIS does not analyze the loss of transportation impact fees and other development fees associated with potential development actions based on re-zoning efforts.

While Bellevue and Lynnwood city codes provide exemptions for essential public facilities from Transportation Impact Fees, the loss of transportation impact fees and incentive zoning fees from potential uses of the re-zoned sites should be quantified and included in the analysis. For example, if the BNSF Alternative site is built to three-quarters of its zoned development potential, the site could contribute approximately \$19M in transportation impacts and \$32.7M in incentive development fees. These fees would go to roadway improvements within downtown and Bel-Red on the City's CIP and TFP lists. The CIP and TFP projects are critical to reducing existing congestion in Downtown Bellevue and accommodating growth in all areas of Bellevue while providing local and regional connections. Without these transportation impact and incentive development fees, growth in Bellevue will be significantly impacted.

B3-10

8. The DEIS does not adequately analyze the loss of multi-family designated property within the watershed of the 120th Station.

Figure 3.3-2 shows the zoning of the BNSF and BNSF Modified Alternative sites within Bel-Red. The site is zoned for multi-family and office/residential development. The zoning was put in place to maximize the efficacy of the Sound Transit alignment and station location (120th Station). Taking away multi-

B3-11

family residential property within a half-mile of a station will negatively impact Sound Transit's ridership; the redevelopment of the Bel-Red Corridor; and the City of Bellevue's vision to create urban transit nodal neighborhoods with accessible transit for employment and workforce housing.

B3-11
cont'd

9. The DEIS does not adequately analyze the property tax impacts from foreseeable development.

Table 3.4-6 shows the initial property tax impacts for 2012 based on current land uses and not the foreseeable development actions of the re-zoned sites. Components that were not taken into account but should be analyzed include:

B3-12

- Sales, revenue, B&O, and property taxes from new land use zoning
- Development fees for redevelopment allowed under land use codes
- The loss of transportation impact fees as essential public facilities are exempt

10. Proximity to LRT Station and Consistency with Sound Transit's Own Mission .

While it is obviously important that the OMSF be near the light rail line, it does not follow that the OMSF must be near a station. The Bellevue and Lynnwood alternative sites studied in the DEIS are located within 0.5-mile of future light rail stations. In anticipation of the Lynnwood Link Extension and East Link project, both cities have adopted land use regulations and undertaken subarea planning efforts to facilitate higher-density, TOD adjacent to the future light rail stations. Positioning an OMSF in these areas of higher density nodes of TOD undermines the fundamental rationale for light rail development. The sites with the greatest capacity for high-density, transit-oriented development should be eliminated from consideration.

B3-13

We appreciate allowing us to comment on the subject and although we have concerns about the alternatives being considered and the adequacy of the DEIS to study their impacts, we very much support the efforts of Sound Transit and recognize the hard work of its members to create an efficient regional light rail network. We look forward to working with you to find a solution that will best serve the region's goals of creating and connecting vibrant neighborhoods of transit-oriented development.

Sincerely,



Jorge Gonzalez, CFO

JG/jg

Responses to Letter B3, Barrier

Response to Comment B3-1

Please see responses to Common Comments 11, 12, 13, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B3-2

Please see responses to Common Comments 11, 12, and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B3-3

Please see responses to Common Comments 6 and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B3-4

Please see responses to Comments L1-1 and L2-45 and responses to Common Comments 11, 12, 15, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B3-5

Please refer to responses to Common Comments 11, 12, and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which address concerns with the *Bel-Red Subarea Plan* and future development. NEPA requires an analysis of a project's alternatives impacts compared to a No Project Alternative, which in the case of the Final EIS, is based on a design year 2035 baseline. The noise and visual quality analyses consider existing uses, as well as reasonably foreseeable future development, as described in Chapter 3, *Affected Environment and Environmental Consequences*, of the Final EIS. The Spring District Master Plan is considered reasonably foreseeable by having obtained a Master Development Permit from the City of Bellevue. Accordingly, the noise and visual quality analyses consider future development envisioned at the Spring District (Chapter 3, Sections 3.6, *Visual and Aesthetic Resources*, and 3.8, *Noise and Vibration*, of the Final EIS). However, it is industry standard when analyzing traffic and air quality impacts on future baseline (horizon year) scenarios to conduct analyses. This is considered a more accurate approach to determining a project's potential to contribute to long-term or cumulative changes in the transportation network resulting from foreseeable development.

Response to Comment B3-6

The No Build Alternative includes funded or committed projects that are considered likely to be implemented based on approved and committed funding. This includes the portions of the Spring District that have approval by the City of Bellevue. Please see the response to Common Comment 12 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS and response to Comment B3-5.

Response to Comment B3-7

Chapter 3, Section 3.6, *Visual and Aesthetic Resources*, of the Final EIS provides an analysis of potential impacts on the Spring District development; discussions are included in *Operational Impacts*, as well as *Indirect and Cumulative Impacts*. Please see response to Comment L2-46.

Response to Comment B3-8

Please refer to response to Common Comment 24 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B3-9

Chapter 3, Section 3.1, *Transportation* (Table 3.1-3), of the Final EIS presents a summary of the existing condition of 120th Avenue NE. The paragraph that follows Table 3.1-3 lists several documents that identify planned roadway improvements that could alter the existing transportation network before the 2035 design year, including those planned for 120th Avenue NE. Appendix E.1, *Transportation Technical Report*, provides more details about the planned 120th Avenue NE improvements (Stage 2 & 3) - NE 8th Street to Northup Way (TIP #15, CIP #R-164, TFP #208). The access analysis for the Preferred Alternative and BNSF Modified Alternative sites presented in the appendix notes that, although 120th Avenue NE could be widened to five lanes by 2035 as part of TIP project #15, the majority of the funding for this project is currently unsecured. Therefore, the existing roadway configuration was assumed as a worst case for operational analyses. As shown, all turning movements at the proposed access are projected to operate at level of service (LOS) C or better during all peak hours. Therefore, the proposed project is not expected to result in any adverse traffic operational impacts at the site access driveway.

Response to Comment B3-10

Please see the response to Common Comment 6 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B3-11

Please see the responses to Common Comments 12 and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B3-12

Please see the responses to Common Comments 6 and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B3-13

Opposition to locating a station in the vicinity of a station due to loss of TOD potential has been noted. Please see the response to Common Comment 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter B4, John Robertson

From: John Robertson [john.robertson@bellevuebrewing.com]
Sent: Saturday, June 21, 2014 5:01 PM
To: OMSF
Subject: Bellevue Brewing Company Votes 'NO' on Bel-Red Rail Yard

To Whom It May Concern,

There has to be a better place to locate the rail yard than the currently proposed location. Displacing businesses in this current economic environment is hugely disruptive and the location is inferior to other options within the rail route that I, and many other real estate professionals, would be more than happy to identify.

B4-1

It's clear this is a vital component to the smooth running of a light rail system but a better, less disruptive location is surely something worth considering before construction commences given what is at stake. I am happy to spend some of my time working with officials to identify and even negotiate the acquisition of a more suitable site (or assemblage of sites).

Thank you for your time and please consider me a resource when navigating this difficult, sensitive process.

Best,

John

John G. Robertson
Managing Member
Bellevue Brewing Company, LLC

425.785.0171 Cell

Email

john.robertson@bellevuebrewing.com

1820 130th Avenue N.E. ~ Suite 2
Bellevue, WA 98005
Facebook: [Bellevue Brewing Company](#)
Twitter: @BellevueBrewing



Response to Letter B4, John Robertson

Response to Comment B4-1

Opposition to the SR 520 Alternative due to impacts on local businesses has been noted. Please see response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. The process to identify and evaluate potential OMSF sites is described in Chapter 2, *Alternatives Considered*, of the Final EIS.

Letter B5, Boeing Employees Credit Union

From: Kats, Gregg [gregg.kats@becu.org]
Sent: Friday, June 20, 2014 4:50 PM
To: OMSF
Subject: Plaza 520 OMSF
Attachments: Sound Transit Letter.docx

Sound Transit Officials,

Please find the attached letter for your records.

Thanks

Gregg R. Kats
Vice President of Administration
more than just money[®] **BECU** | Tukwila Financial Center
Phone 206-439-5071 | Fax 206-439-5738 | gregg.kats@becu.org

NOTICE: This communication and any attachments may contain privileged or otherwise confidential information. If you are not the intended recipient or believe that you may have received this communication in error, please reply to the sender indicating that fact and delete the copy you received without printing, copying, retransmitting, disseminating, or otherwise using the information. Thank you.

Please send letter to: omsf@soundtransit.org

June 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

BECU is a tenant at Plaza 520, a fully-leased business park in Bellevue that is home to more than 40 small businesses and is under consideration by Sound Transit as “Alternative 4” in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process. We are currently in the first year of a ten (10) year lease, with a significant capital investment into the space.

As a business owner at this location, we strongly oppose selection of this site, as we would be forced to close this financial center, causing disruption to our many members that use this location for financial services.

B5-1

In addition, we believe **protecting Goff Creek, a fish-bearing stream that currently daylights through the property should be a priority.** Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use.

B5-2

We also believe **the heavy industrial use of the OMSF is not consistent with the City of Bellevue’s comprehensive plan.** Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses.

B5-3

Finally, the SR 520 Alternative is also **within a stone’s throw from one of Bellevue’s oldest neighborhoods** – Bridle Trails – and we understand there is strong concern about the impacts of a heavy industrial use on this community of more than 5,000 homes.

B5-4

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to “overbuild” the site and create a transit-oriented development that builds off the nearby Spring District development.

B5-5

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small business and the surrounding neighborhood.

B5-6

Thank you for considering our comments.

Sincerely,

BECU and its Eastside Financial Center members.

From: Cardiff, Karrie [karrie.cardiff@becu.org]
Sent: Monday, May 19, 2014 3:05 PM
To: OMSF
Subject: OMSF DEIS Comments
Attachments: Tenant ST Letter.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Please see the attached letter in regarding OMSF location.

Thank you,
Karrie

Karrie Cardiff MLO # 517621
Eastside Financial Center Manager

*more than just money** **BECU** | Eastside Financial Center
Phone 206-436-2828 | Fax 206-835-8068 | karrie.cardiff@becu.org

Please consider the environment before printing this email.

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Please send letter to: omsf@soundtransit.org

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Karrie Cardiff, Branch Manager of BECU's Eastside Financial Center, a tenant at Plaza 520, a fully-leased business park in Bellevue that is home to more than 40 small businesses and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a business owner at this location, I strongly oppose selection of this site, as we would be forced to close our business, causing irreparable financial harm and immeasurable personal distress not just for us – but for all small businesses at Plaza 520 who would be forced to close and relocate.

B5-7

In addition, we believe **protecting Goff Creek, a fish-bearing stream that currently daylight through our property, should be a priority.** Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use.

B5-8

We also believe **the heavy industrial use of the OMSF is not consistent with the City of Bellevue's comprehensive plan.** Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses.

B5-9

Finally, the SR 520 Alternative is also **within a stone's throw from one of Bellevue's oldest neighborhoods** – Bridle Trails – and we understand there is strong concern about the impacts of a heavy industrial use on this community of more than 5,000 homes.

B5-10

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

B5-11

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small business and the surrounding neighborhood.

B5-12

Thank you for considering our comments'

Sincerely,

Karrie Cardiff

Karrie Cardiff MLO # 517621
Eastside Financial Center Manager

more than just money® **BECU** | Eastside Financial Center
Phone 206-436-2828 | Fax 206-835-8068 | karrie.cardiff@becu.org

Responses to Letter B5, Boeing Employees Credit Union

Response to Comment B5-1

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B5-2

Please see response to Comment B2-2.

Response to Comment B5-3

Please see response to Comment B2-3.

Response to Comment B5-4

Please see response to Comment B2-4.

Response to Comment B5-5

Please see response to Comment B2-5.

Response to Comment B5-6

Please see response to Comment B2-6.

Response to Comment B5-7

Please see response to Comment B5-1.

Response to Comment B5-8

Please see response to Comment B2-2.

Response to Comment B5-9

Please see response to Comment B2-3.

Response to Comment B5-10

Please see response to Comment B2-4.

Response to Comment B5-11

Please see response to Comment B2-5.

Response to Comment B5-12

Please see response to Comment B2-6.

Letter B6, BMW of Bellevue

From: Zabihi, Sean [ZabihiS@AutoNation.Com]
Sent: Monday, June 23, 2014 1:24 PM
To: OMSF
Cc: Bellendir, Clare
Subject: Re: STLLR OMSF EIS Comments
Attachments: 2055-A06232014160657.pdf

Hello,

Please see attached comments against the proposed SR 520 Maintenance Facility alternatives.

Regards,
Sean Zabihi
BMW of Bellevue

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BMW of Bellevue

Office Address
13617 Northup Way NE
Bellevue, WA 98005
www.bmwofbellevue.com

425-643-4544 Main
425-643-1027 Fax

Attention: Sound Transit Link Light Rail OMSF Draft EIS Comments
Sound Transit
Union Station
401 South Jackson Street
Seattle, WA 98104

Re: Draft EIS Comments against SR 520 Alternative

To Whom It May Concern:

I am the manager of the BMW of Bellevue Dealership located at 13617 Northup Way NE in Bellevue, Washington. Please send correspondence related to this comment to my attention and to this address. I have been the manager for the dealership for 20 years. In the recent years we have spent well over \$20M in refurbishing and expanding our dealership. Our investment decisions were based upon our history at this location. We could have made the investments at other locations however we enjoyed the benefit of having other auto dealers in the area. We are alarmed that Sound Transit is considering building its Operations and Maintenance Satellite Facility neighboring our property and in the process taking away yet another one of those dealerships.

If Sound Transit chooses the SR 520 Alternative, it will severely change the composition of our business community. The SR 520 Alternative will result in demolishing a sizeable business park and Acura of Bellevue. Car dealerships try to be concentrated in an area in order to attract and provide options for prospective customers. Sound Transit will already demolish the Park Place Motor's property located on the corner of NE 20th Street and 136th Pl. NE as part of its main rail line. The SR 520 Alternative would hurt our ability to run our business on the property. It will further change the composition from a vibrant business area into an industrial area, which is a disincentive for potential customers to visit the area. It will certainly displace a lot of businesses unlike other alternatives being considered.

B6-1

The SR 520 Alternative will also severely impact traffic in our area. It is our understanding that construction of the OMSF will take place in conjunction with the East Link construction. Depending on the timing of construction, we would potentially have construction directly east of our property (and on our property) for the main line and construction activities to the north of our property (for the OMSF). We are already concerned about the construction that will take place on our property for the main line. Construction activities to the north of us will further impact our ability to attract customers and use our property effectively during and after construction.

B6-2



BMW of Bellevue

Office Address
13617 Northup Way NE
Bellevue, WA 98005
www.bmwofbellevue.com

425-643-4544 Main
425-643-1027 Fax

Finally, the SR 520 Alternative will hurt the environment because Goff Creek runs through the proposed OMSF site. We spent a significant amount of money when we developed our property to preserve the creek. In fact, we were prohibited from touching certain parts of our property to preserve environmentally sensitive areas. It would seem unfair for Sound Transit to alter this resource on a whim.

B6-3

We strongly urge Sound Transit to consider an alternative that has less of an impact on our community and the environment. We believe that the Lynwood site will have the least impact on community and environment.

B6-4

Thank you for your consideration of our comments. I would be happy to elaborate on any of these comments.

Best Regards,

A handwritten signature in black ink, appearing to read 'Sean Zabihi'.

Sean Zabihi

BMW of Bellevue

Responses to Letter B6, BMW of Bellevue

Response to Comment B6-1

Comment noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS.

Response to Comment B6-2

Opposition to the SR 520 Alternative due to cumulative construction traffic impacts on surrounding land uses has been noted. Chapter 3, Section 3.1, Transportation, of the Final EIS acknowledges that construction for East Link would overlap with the planned construction period for the proposed OMSF, which could result in potential construction impacts, including some short-term lane closures, increased haul traffic, transit route changes, and temporary sidewalk closures near the OMSF site. To minimize these potential impacts, a construction transportation management plan (CTMP) addressing site access, traffic control, and hauling routes; construction employee parking; and pedestrian and bicycle control in the area would be prepared per City of Bellevue requirements, as applicable (see Appendix E.1, Transportation Technical Report). As determined in Chapter 3, Section 3.1, Transportation, and Appendix E.1, Transportation Technical Report, of the Final EIS, implementation of the CTMP, along with adherence to permitting requirements and design standards, would minimize traffic impacts during construction. Furthermore, the SR 520 Alternative would result in net decreases in traffic generated on local roadways compared to the existing land uses on those sites after construction.

Response to Comment B6-3

Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B6-4

Support for the Lynnwood Alternative as compared to the other build alternatives has been noted.

Letter B7, Eastside Staple and Nail

From: Kevin Kopak [mailto:jkopak@eastsidestaple.com]
Sent: Wednesday, May 21, 2014 12:43 PM
To: Kraus, Sonja
Cc: Marchione, John; cbalducci@bellevuewa.org
Subject: Sound Transit Maint facil. Bellevue

ello Sonja, Claudia and John,

I would like to update you on what business decisions we have made in regards to Sound Transits future potential property acquisition.

I have turned down two opportunities to refinance our building due to the uncertain future of our property at 1917 120th Ave. NE in Bellevue. Sound Transits lingering decision of its maintenance facility location has cost me hundreds of thousands of dollars in interest savings I could have saved if I had re-fied. As you know on most all bank mortgages on long term commercial property loans, they carry a pre-payment penalty {In my case \$ 300,000.00} to protect them on an early payoff. Now I know, according to your pamphlet, ST would be responsible for this but I felt at this time in the best interest of Sound Transit, I would pass.

B7-1

I have been told that a location decision would be coming from Sound Transit by August 2014. I hope this is the case because as you know it is very difficult under these uncertain circumstances to run a business. I have been in Bellevue for 33 years and this is a very difficult situation for us to be in. I only hope that once you have made your decision, interest rates will not have raised or if my location is needed, my business or the future property potential won't be seriously impacted. Not being able to be in Bellevue would be a tremendous blow to our business!

B7-2

Thank You,

Best Regards,

Kevin and Kathi Kopak --- Eastside Staple & Nail, Inc / JTN Properties

Responses to Letter B7, Eastside Staple and Nail

Response to Comment B7-1

Your concern over the timing for potential property acquisition is noted. The Sound Transit Board of Directors is expected to select the project to build in fall 2015, after completion of the environmental review process. Until that time, Sound Transit would not acquire properties needed for the proposed project.

Response to Comment B7-2

In July 2014, after a 45-day Draft EIS public review and comment period, the Sound Transit Board identified the BNSF Alternative as the Preferred Alternative for evaluation in the Final EIS. All build alternatives are still being considered, and the Sound Transit Board of Directors will make a final decision on the project to be built following publication of the Final EIS. If the Preferred Alternative or the BNSF Modified Alternative is selected as the alternative to be built, acquisition of Eastside Staple & Nail would be needed. Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocations*, of the Final EIS states that Sound Transit would provide relocation assistance to displaced businesses.

Letter B8, Ferguson Enterprises

From: Michelle.Hernandez@Ferguson.com
Sent: Tuesday, May 27, 2014 1:01 PM
To: OMSF
Subject: OMSF DEIS Comments
Attachments: 20140527153708772.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Please see the attached letter.

Best,

Michelle Hernandez
Real Estate Administrator - Western Region
(757) 223-6348



Ferguson Enterprises, Inc.
Corporate Offices in Hampton Roads
12500 Jefferson Avenue
Newport News, VA 23602-4314
Phone: (757) 874-7795
FAX: (757) 989-2501

Reply to: P.O. Box 2778
Newport News, VA 23609-0778

www.ferguson.com

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Steve Adcox and Ferguson Enterprises, Inc. is a tenant at Plaza 520, a fully-leased business park in Bellevue that is home to more than 40 small businesses and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a business owner at this location, I strongly oppose selection of this site, as we would be forced to close our business, causing irreparable financial harm and immeasurable personal distress not just for us – but for all small businesses at Plaza 520 who would be forced to close and relocate.

B8-1

In addition, we believe protecting Goff Creek, a fish-bearing stream that currently daylight through our property, should be a priority. Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use.

B8-2

We also believe the heavy industrial use of the OMSF is not consistent with the City of Bellevue's comprehensive plan. Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses.

B8-3

Finally, the SR 520 Alternative is a **slipshod stone's throw from one of Bellevue's oldest neighborhoods – Bridle Trails – and understand there is strong concern about the impacts of a heavy industrial use on this community more than 5,000 homes.**

B8-4

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

B8-5

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small business and the surrounding neighborhood.

B8-6

Thank you for considering our comments.

Sincerely,

FERGUSON ENTERPRISES, INC.

Steve Adcox
Assistant General Counsel

Nobody expects more from us than we do.

Responses to Letter B8, Ferguson Enterprises

Response to Comment B8-1

Please see response to Comment B5-1.

Response to Comment B8-2

Please see response to Comment B2-2.

Response to Comment B8-3

Please see response to Comment B2-3.

Response to Comment B8-4

Please see response to Comment B2-4.

Response to Comment B8-5

Please see response to Comment B2-5.

Response to Comment B8-6

Please see response to comment B2-6.

Letter B9, Fireside Hearth & Home

From: CNirk@aol.com
sent: Friday, June 20, 2014 8:47 AM
to: OMSF
Cc: kathryn1@harsch.com; shawnd@harsch.com; johnw@firesidehearthatdhome.com; billn@firesidehearthatdhome.com; cnirk@aol.com
Subject: No on SR 520 Alternative
Attachments: No on SR 520 Alternative.doc

To: Sound Transit Board Members and Staff

Please read the attached letter from Fireside Hearth and Home which is submitted for public comment in opposition to SR 520 alternative.

Thank you for your consideration.

John Waterstraat, Owner and President

Bill Nirk, Owner and CEO

No on SR 520 Alternative

June 19, 2014

Dear Sound Transit Board Members and Staff:

As owners of Fireside Hearth and Home, a family-owned business and one of the more than 40 businesses at Plaza 520, we **respectfully and adamantly oppose** the selection of the SR 520 alternative, otherwise known as Alternative 4, as Sound Transit OMSF Preferred Alternative.

B9-1

Selection of this alternative would cause irreparable harm to not only our business and employees, but also the shuttering of more than 40 small businesses and non-profits. Adding a 25-acre heavy industrial use to this vibrant mixed-use neighborhood would be a detriment for all who live, work, shop and enjoy this area.

B9-2

In 2006 we began a search for a new showroom location to serve our Eastside builder and homeowner customers. After months of searching, we decided on the current location. In January 2007, we began a 12-month process to build a 6700 square-foot showroom, investing over half a million dollars in construction costs, displays and signage designed to feature fireplaces, garage doors, and outdoor living products. Our grand opening was held in January 2008, just months before the recession hit in the fall of 2008.

B9-3

During the recession, we took many steps to tighten our belts and were very thankful to survive the downturn in the economy. Much of our builder business was especially hard-hit, which directly affected us. As with any new location, it has taken awhile to become established. In the last couple years, we have established ourselves as a premier retailer, as well as continued to serve over 50% of builders in the area who use our showroom to serve their customers. This has allowed us to become the largest supplier of fireplaces and garage doors to the builders in the Northwest.

B9-4

Over the past couple of years, we have gone into great expense to update our showroom with new products and updated designs. It will take years to recoup those expenses. To be forced to move would not only set us back years, it would also place a heavy financial burden on the business that would never be recouped.

B9-5

When we first moved to this complex, Ambiente Tile was one of the very few businesses that was geared to a homeowner / builder market. Today, with the addition of several new businesses, Plaza 520 has become a destination design center for Bellevue and vicinity.

B9-6

In addition to upending numerous businesses, we believe protecting Goff Creek, a fish-bearing stream that currently daylights through our property, should be a priority. Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use.

B9-7

We also believe the heavy industrial use of the OMSF is not consistent with the City of Bellevue's comprehensive plan. Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses.

B9-8

Finally, the SR 520 Alternative is also within a stone's throw from one of Bellevue's oldest neighborhoods --Bridle Trails – and we understand there is strong concern about the impacts of heavy industrial use on this community of more than 5,000 homes.

B9-9

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

B9-10

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small businesses and the surrounding neighborhood.

B9-11

Thank you for considering our comments.

John Waterstraat, Owner & President

Bill Nirk, Owner & CEO

Responses to Letter B9, Fireside Hearth & Home

Response to Comment B9-1

Opposition to the SR 520 Alternative has been noted.

Response to Comment B9-2

Please refer to response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B9-3

Comment noted.

Response to Comment B9-4

Comment noted.

Response to Comment B9-5

The property acquisition and relocation process includes property appraisal, which would account for the value of improvements to properties at the time they are acquired.

Response to Comment B9-6

Comment noted.

Response to Comment B9-7

Please see response to Comment B2-2.

Response to Comment B9-8

Please see response to Comment B2-3.

Response to Comment B9-9

Please see response to Comment B2-4.

Response to Comment B9-10

Please see response to Comment B2-5.

Response to Comment B9-11

Please see response to Comment B2-6.

Letter B10, Geoline, Inc.

From: Mark Congdon [mark.congdon@geoline.com]
Sent: Wednesday, May 21, 2014 10:49 AM
To: OMSF
Subject: Tenant ST Letter.docx
Attachments: Tenant ST Letter.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Hi,

Please see attached letter.

Regards,

Mark

Mark Congdon
General Manager
Geoline Inc.
425.452.2708 office
425.919.4646 mobile
mark.congdon@geoline.com
www.geoline.com



Please send letter to: omsf@soundtransit.org

May 21, 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Mark Congdon and am a tenant at Plaza 520, a fully-leased business park in Bellevue that is home to more than 40 small businesses and is under consideration by Sound Transit as “Alternative 4” in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a business owner at this location, I strongly oppose selection of this site, as we would be forced to close our business, causing irreparable financial harm and immeasurable personal distress not just for us – but for all small businesses at Plaza 520 who would be forced to close and relocate.

B10-1

In addition, we believe **protecting Goff Creek, a fish-bearing stream that currently daylight through our property, should be a priority.** Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use.

B10-2

We also believe **the heavy industrial use of the OMSF is not consistent with the City of Bellevue’s comprehensive plan.** Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses.

B10-3

Finally, the SR 520 Alternative is also **within a stone’s throw from one of Bellevue’s oldest neighborhoods** – Bridle Trails – and we understand there is strong concern about the impacts of a heavy industrial use on this community of more than 5,000 homes.

B10-4

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to “overbuild” the site and create a transit-oriented development that builds off the nearby Spring District development.

B10-5

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small business and the surrounding neighborhood.

B10-6

Thank you for considering our comments.

Sincerely,

Mark Congdon
General Manager
Geoline Inc
mark.congdon@geoline.com
425.452.2700

Responses to Letter B10, Geoline, Inc.

Response to Comment B10-1

Please see response to Comment B5-1.

Response to Comment B10-2

Please see response to Comment B2-2.

Response to Comment B10-3

Please see response to Comment B2-3.

Response to Comment B10-4

Please see response to Comment B2-4.

Response to Comment B10-5

Please see response to Comment B2-5.

Response to Comment B10-6

Please see response to Comment B2-6.

Letter B11, Harsch Investment Properties

From: Robert Aigner [roba@harsch.com]
Sent: Friday, May 09, 2014 3:38 PM
To: OMSF
Subject: OMSF DEIS Comments
Attachments: OMSF DEIS Comment letter.doc



Rob Aigner | Senior Vice President and Regional Manager | Harsch Investment Properties

13228 NE 20th Street Suite 300 | Bellevue, WA 98005

Desk: 425.974.3200 | Mobile: 206.948.0607 | roba@harsch.com

www.harsch.com |   

From: Franklin, Jenna [Jenna.Franklin@soundtransit.org]
Sent: Friday, June 06, 2014 12:23 PM
To: OMSF; Parker, Trinity; Robert Aigner (roba@harsch.com)
Subject: FW: OMSF Bellevue Siting Comments
Attachments: Sound Transit Board Letter Post Hearing.doc

Hi Rob,

Thanks for attending yesterday and for working with Sound Transit to engage the Plaza 520 stakeholders. We have recorded this comment in the formal record and it will be responded to in the Final EIS. Please let me know if you need anything as the project progresses.

-Jenna

Jenna Franklin, Sound Transit Community Outreach Specialist
Desk (206) 903-7752 | Mobile (206) 687-6623 | jenna.franklin@soundtransit.org

To learn about Sound Transit Projects and Plans:

<http://www.soundtransit.org/Projects-and-Plans/Find-a-Project>

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From: Robert Aigner [<mailto:roba@harsch.com>]
Sent: Friday, June 06, 2014 11:18 AM
To: 'kcxec@kingcounty.gov'
Cc: Email The Board; Franklin, Jenna; Parker, Trinity; Williams, Michael; natalie@nataliequickconsulting.com; Susanne Orton
Subject: OMSF Bellevue Siting Comments

Thank you.



Rob Aigner | Senior Vice President and Regional Manager | Harsch Investment Properties

13228 NE 20th Street Suite 300 | Bellevue, WA 98005

Desk: 425.974.3200 | Mobile: 206.948.0607 | roba@harsch.com

www.harsch.com |   



May 9, 2014

RE: OMSF DEIS Comments

My name is Rob Aigner and I am the Senior Vice President and Regional Manager at Harsch Investment Properties here in Bellevue WA. We own the 11 acre office and retail site, known as Plaza 520, which is under consideration for a possible OMSF in Alternative 4, otherwise known as the SR 520 Site. This letter is to help outline the impractical, expensive, and adverse reasons for siting the OMSF facility at the SR 520 Alternative.

Our property is home to about 40 local tenants who represent a wide-range of businesses. We serve a diversity of small and important tenants; including non-profits such as Mosaic Rehabilitation Clinic for Autistic Children and Overlake Service League which is known as Bellevue LifeSpring, to for profit businesses such as Daly's Paint and Stain, and Fireside Hearth and Home retailers, just to name a few. As vested members of the community and long term holders of real estate, we just completed construction last December of a multi-million dollar Eastside Financial Center for Boeing Employee Credit Union (BECU). We're currently 100% leased, but are in the process of losing a couple of tenants. What do we tell the small breakfast operator who is looking at our project today for a new location, or the residential real estate company that has expressed interest in locating at Plaza 520? The fact is, selection of the SR 520 Alternative would mean displacement of all 40 tenants and would certainly cause tremendous financial and emotional hardship for all of these small business owners. Over the years, we have taken great pride in leading the way for Bel-Red area redevelopment and we feel Plaza 520 is unequivocally, the nicest property along the Northup Corridor.

B11-1

We also have great concern about the impact of siting a 25 acre heavy industrial use on top of Goff Creek, which currently daylights through our property. This fish bearing (cutthroat trout) sensitive stream is a design feature of Plaza 520 and we have taken great care in preserving its rambling course of flow throughout our property. Currently we are working with the City of Bellevue, and other appropriate agencies, on a \$100,000+ landscape plan where the stream overflows its banks so as to preserve its ambling and natural bio swale features. The DEIS has stated that the 'SR 520 alternative would have the greatest aquatic resource impacts' related to the required 700 feet of new pipe needed to contain the creek where it currently is day lighted through the site. Even the 130th Street Station Area Plan, City of Bellevue document on page 47 references: "...Goff Creek supports resident fish within the 130th Avenue NE station area, and salmon spawn just downstream from the fish passage barrier at Bel-Red Road. Salmon can again spawn in this reach of Goff Creek when habitat

B11-2

improvements are made.” I do not believe that an OMSF siting with its 700 feet of pipe just upstream would be characterized as habitat improvement.

B11-2
cont'd

The heavy industrial use of the OMSF is also not consistent with the City of Bellevue's comprehensive plan and the recent rezone as part of the Bel Red Subarea plan. It is going the wrong way from a policy standpoint. It adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses.

B11-3

The SR 520 Alternative is also within a stone's throw from one of Bellevue's oldest neighborhoods – Bridal Trails – and we understand there is strong concern about the impacts of a heavy industrial use on this community of more than 5,000 homes.

B11-4

Given that Sound Transit previously purchased the International Paper site last August for \$23M, which is central to both BNSF alternatives, and that the SR 520 Alternative would be one the most expensive to build, we urge Sound Transit to strongly consider these consequences – as well as the impacts on Goff Creek and the hardship on our small business tenants - as you begin this DEIS process and move toward a Preferred Alternative.

B11-5

I am aware that there is no municipality for the potential OMSF site (either Lynwood or Bellevue) that actually wants it as currently proposed. I can't help but have the feeling that a more suitable alternative exists somewhere in the region. To that end, if the opportunity ever presented itself to re look at additional options, I would be more than happy to volunteer my 30+ years of commercial real estate expertise to find a more suitable and agreeable location.

B11-6

Sincerely,

Rob Aigner
Harsch Investment Properties-Owner of Plaza 520
Senior Vice President and Regional Manager

Responses to Letter B11, Harsch Investment Properties

Response to Comment B11-1

Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS.

Response to Comment B11-2

Please see response to Comment B2-2.

Response to Comment B11-3

Please see the response to Common Comment 10 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B11-4

Please see response to Comment B2-4.

Response to Comment B11-5

Chapter 3, Sections 3.9, *Ecosystems*; 3.10, *Water Resources*; and 3.4, *Economics*; and Chapter 4, *Alternatives Analysis*, of the Final EIS consider the economic and ecological impacts of the build alternatives in Bellevue. The BNSF Alternative site was identified by the Sound Transit Board of Directors as the Preferred Alternative in July 2014.

Response to Comment B11-6

Thank you for the offer to help identify a more suitable alternative site. Sound Transit has undergone an extensive identification and evaluation process to determine potential OMSF sites, as described in Chapter 2, *Alternatives Considered*, of the Final EIS.

Letter B12, JC Auto Restoration

From: lisapete56@comcast.net
Sent: Sunday, June 22, 2014 11:36 PM
To: OMSF
Subject: comments to Draft EIS for OMSF
Attachments: OMSFResponseJune2014.docx

Good evening,

Attached please find our comments about siting the proposed OMSF in Lynnwood.

Thank you for giving us this opportunity to comment, and for taking our thoughts into consideration.

Jeff Carter and Lisa Peterson

Jeff Carter and Lisa Peterson
20815 52nd Ave W
Lynnwood, WA 98036
lisapete56@comcast.net

June 22, 2014

Kent Hale
Sound Transit
Link Light Rail Operations and Maintenance Service Facility
401 S Jackson St
Seattle, WA 98104

Dear Mr. Hale,

We own property located at 20815 52nd Ave W in Lynnwood (tax lot numbers 27042100403600 and 4100). Our small business, JC Auto Restoration, Inc., is located in this building, as is our long-term tenant, Cascade Trophy. We appreciate this opportunity to submit our feedback on the Draft EIS for the proposed Sound Transit OMSF. We would like to express our concern about siting the OMSF in Lynnwood for several reasons:

Cost efficiency

The Lynnwood site for the OMSF would necessitate a second structure on the east side, an inefficient use of tax dollars and space. Personnel would need to be hired at both facilities, and the salaries of staff will only continue to rise. Insurance, utilities, etc., for both facilities will also continue to rise, and will add to the long-term cost of this site selection. We understand that train operators will have to work at both sites to bring enough trains over to the east side to serve the population and meet the Sound Transit mandates. The train operators who are based out of Lynnwood will have to be paid for the time it takes to move the trains from one side to the other; an additional cost that would be unnecessary if the OMSF were located at one of the Bellevue sites.

B12-1

Neighborhood impact

The small businesses in the area provide employment for local residents. Many of have been in the same location for years, if not decades, providing stability and income to the area. Unlike the Bellevue sites, the Lynnwood neighborhood is a mix of single-family homes, multifamily units, and small businesses. The 2010 census shows that this area is home to a high percentage of individuals who live in rentals, are from minority backgrounds, are low income, have never gone to college, and who speak a language other than English at home. Some are more recent immigrants who do not have full awareness of how they can express their opinion about this decision. Many come from countries where the population – particularly the women - not only does not, but cannot, participate in the political process. Many are children. Therefore, a significant percentage of the population affected may be essentially without a voice in this process.

B12-2

Undue hardship on disadvantaged populations

The Draft EIS states in section 3.5.7 (Environmental Justice), that the problem of displacing the DSHS office would be solved because "*Sound Transit would provide relocation assistance, and current vacancy rates indicate that there is available space in Lynnwood where these offices could be relocated.*" There are certainly other spaces available in the city; however, now there are several programs co-located in that

B12-3

building that serve low income, senior, and disabled citizens. For many of them, even walking from the bus stop into the building is challenging. At least once a week, someone will get off the bus too early, and come into our shop looking for the DSHS building. Frequently Jeff will give them a ride because it is clear that it would be physically too demanding for them to walk the remaining ¼ mile. If they were to have to navigate getting from one building to another across town, they may well not be able to access essential services, so demolishing this building really does create a hardship for an already fragile population.

B12-3
cont'd

Emergency planning

We understand that one of the reasons that there would be a storage facility for trains in Bellevue, even if the Lynnwood site were chosen, is to ensure that the east side has enough capacity, especially in the mornings. If the OMSF were located in Lynnwood and there were an emergency – an earthquake, fierce wind storm, flooding, etc., while there would be some trains stored in Bellevue, all of the service for the trains would be located on the west side and the east side service would very quickly grind to a halt.

B12-4

Again, thank you for this opportunity to express our concerns, and we appreciate all the work you have gone to publicizing this decision, and holding community meetings.

Sincerely,

Jeff Carter
Owner, JC Auto Restoration, Inc.
www.jcauto.com
206-375-2696

Lisa Peterson, MS
Director, UW GenOM Project
<http://depts.washington.edu/genomics/index.shtml>
206-499-6085

Responses to Letter B12, Auto Restoration

Response to Comment B12-1

Opposition to the Lynnwood Alternative due to the additional cost from the operation of the proposed storage tracks at a separate location in Bellevue has been noted. The Final EIS acknowledges these higher operational costs of the Lynnwood Alternative in Chapter 4, *Alternatives Analysis*. The BNSF Storage Tracks component of the Lynnwood Alternative would include an operator facility, and trains would deploy and return directly to this facility. It is not anticipated that train operators based out of the Lynnwood Alternative site would need to move trains from the Lynnwood Alternative site to the BNSF Storage Tracks.

Response to Comment B12-2

Response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS addresses impacts on the adjacent residential neighborhood as a result of the Lynnwood Alternative. The minority and low-income characteristics of the neighborhood surrounding the Lynnwood Alternative site are acknowledged in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, of the Final EIS. As described in Section 3.5 and Appendix C, *Environmental Justice*, of the Final EIS, Sound Transit has engaged diverse minority and low-income populations through the planning and development process of the project. Please refer to Appendices B, *Public Involvement and Agency Coordination*, and C, *Environmental Justice*, of the Final EIS for a more detailed discussion of the public outreach conducted.

Response to Comment B12-3

Please see the response to Common Comment 21 in Chapter 5. *Public and Agency Comment Summary*, in the Final EIS.

Response to Comment B12-4

As described in Chapter 2, *Alternatives Considered* (Section 2.2.1), of the Final EIS, Sound Transit will eventually need three light rail maintenance bases (one on the north line, one on the east line, and the existing Forest Street OMF in South Seattle) as the light rail system expands beyond what is funded under ST2. Having three bases geographically dispersed will minimize major service disruptions in the event of a major weather event, earthquake, or other emergency. There is potential for service disruption associated with emergency events for any of the build alternatives, both initially and once a third base is located and built. The type and severity of the disruption would depend on the location and type of emergency event and its effects on the system.

Letter B13, Kiki Sushi

From: Gi Hara [Gi_h@seattlerep.org]
Content: Wednesday, June 04, 2014 11:42 AM
to: OMSF
Cc: council@bellevuewa.gov; kmarch@bellevuewa.gov
Subject: OMSF DEIS COMMENTS - Alternative 4
Attachments: KIKU SUSHI- NO RAIL YARD.doc

Dear Sound Transit Capital Committee and staff,

Please see the attached letter regarding OPPOSITION to the SR 520 Alternative #4 proposal.

Sincerely,

Gi Hara
Accountant
Kiku Sushi Restaurant
13112 NE 20th Street
Bellevue, WA 98005

Gi Hara | Controller | 206.443.2210 x1010 | Fax: 206.443.2379

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KIKU•SUSHI

13112 NE 20th Street, Suite 200
Bellevue, WA 98005
(425) 556-9600

June 4, 2014

RE: OMSF DEIS COMMENTS

Dear Sound Transit Capital Committee and staff,

My name is Gi Hara and I am the accountant (and previous owner) of Kiku Sushi a tenant at Plaza 520, a fully leased business park in Bellevue that is home to more than 40 small businesses and is under consideration by Sound Transit as “Alternative 4” in its Eastside Operations and Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a business at this location, I STRONGLY OPPOSE selection of this site, as we would be forced to close our business, causing irreparable financial harm and immeasurable personal distress not just for the current owners but for the employees (averaging 5+ years of loyal employment) as well as for the other small businesses at Plaza 520 who would be forced to close... many who will NOT be able to relocate. There is NO PLACE in Bellevue that we can relocate to with the same access and well maintained environment at reasonable rates. Any relocation assistance would not even begin to cover our build out costs let alone the overhead increase.

B13-1

In addition, we believe that the HEAVY INDUSTRIAL USE of the OMSF is NOT consistent with the City of Bellevue’s comprehensive plan. Siting that OMSF at the Plaza 520 site adds an industrial facility to the area that is growing and identified as an area with increased employment and commercial uses. This area is currently zoned for GENERAL COMMERCIAL use and does NOT allow for industrial or big-box uses.

B13-2

Finally, the SR 520 Alternative is also RIGHT NEXT TO ONE OF BELLEVUE’S OLDEST quality neighborhoods – Bridle Trails – and we understand that there is a STRONG belief that the impacts of this project would ADVERSLEY impact more than 5,000 homes and their residents.

B13-3

The two BNSF Alternatives listed by Sound Transit are much better suited for this OMSF. There would be less impact on small businesses, employees, home values, residents and the environment!

B13-4

PLEASE do NOT site the proposed OMSF in the SR 520 Alternative. The results would ruin our business. We, as well as many of our neighbors, would be forced to CLOSE PERMANATLY and our employees thrown out of their long term employment. The surrounding neighbors would be devastated.

B13-5

Thank you for considering these comments.

Sincerely,

Gi Hara
Accountant , Kiku Sushi Restaurant

Responses to Letter B13, Kiki Sushi

Response to Comment B13-1

Please see response to Comment B5-1.

Response to Comment B13-2

Please see response to Comment B2-3.

Response to Comment B13-3

Please see response to Comment B2-4.

Response to Comment B13-4

Please see response to Comment B2-5.

Response to Comment B13-5

Please see response to Comment B2-6.

Letter B14, Law Office of James R. Walsh

From: James Walsh [jameswalsh@outgun.com]
Content: Thursday, June 12, 2014 4:38 PM
Location: OMSF
Subject: Public Comment re OMSF DEIS - siting of a link light rail operations and maintenance satellite facility: James R. Walsh
Attachments: ST - Jim Walsh OMSF DEIS comments for public comment.pdf

To whom it may concern: Please find attached my public comment with regard to the OMSF Project siting of a link light rail operations and maintenance satellite facility. I request that the attached correspondence be incorporated into the public comment record, and also distributed to the Board, Executive Director and Managers of Sound Transit

Respectfully submitted,
James R. Walsh, attorney at law and interested citizen
425-774-6883

LAW OFFICE OF JAMES R. WALSH
Lawyer, Inc.

JAMES R. WALSH
20201 Cedar Valley Rd, Suite 140
P.O. Box 2028
Lynnwood, WA 98036-2028

KEVIN D. ANDERSON
PH: (425) 774-6883
FX: (425) 778-9247

June 11, 2014

Via Mail

The Honorable Pat McCarthy
Pierce County Executive
930 Tacoma Ave. S., Room 737
Tacoma WA 98402

**RE: Link Light Rail Operations and Maintenance Satellite Facility
Potential Sites in Lynnwood and Bellevue**

Dear Executive McCarthy:

I'm asking you, in your capacity as a member of the Sound Transit Board, to exercise your vote in favor of siting the Sound Transit operations and maintenance satellite facility in Bellevue.

Two other small business entrepreneurs, along with myself, have invested in developing an attractive and unobtrusive small-business office park which is directly in the path of the alternative proposed satellite facility site in Lynnwood. Two of the buildings which would be destroyed are attractive, contemporary single-story structures which were built in approximately 2007. These buildings inconspicuously and tastefully blend in with the immediate surroundings of the adjacent residential neighborhood, as well as the adjoining Scriber Lake Park with its environmentally-sensitive wetlands. To be clear, neither I nor my fellow business owners want this Sound Transit satellite facility to be placed "in our backyard", and it should be obvious that we don't want our buildings demolished or to have my law office and our other job-creating businesses disrupted.

B14-1

We chose to buy new construction buildings, and to place our businesses here. It is my distinct understanding this is where we all want to stay. I have spoken to workers in the two other businesses that were already located here, and those workers are very interested in pursuing their life's professional work exactly right where they are. They have absolutely no intention of leaving and certainly do not wish to have a move forced upon them. One of the businesses is a metal fabricator, and the other business provides professional handling and storage of furniture inventory for a major furniture retailer just a few blocks away from here. My business and these other businesses blend with, and are entirely consistent, with the surrounding residential neighborhoods.

B14-2

However, please understand that this letter is not merely an appeal to petty “NIMBY-ism”. Rather, this is an earnest appeal that the Sound Transit Board consider the irreversible and permanent harm of constructing the satellite facility in one of the most environmentally-sensitive parts of the City of Lynnwood. No amount of expensive mediation measures would be sufficient to protect the local Scriber Lake wetlands and ecosystem from irreversible, permanent harm if the satellite facility were placed in this location.

B14-2
cont'd

It is quite troubling to contemplate that a Lynnwood alternative, as plainly stated on the Sound Transit Alternative Comparison, would require preparing a comprehensive plan, zoning changes and a CUP. Even with all of these extraordinary and expensive measures, placing the satellite facility in this location would be entirely incompatible with the character of the residential neighborhoods, the wetland-related ecosystem, and the lay of the land.

B14-3

This, and additional facts established by the Sound Transit Alternative Comparison, make the case that this satellite facility should not be built in Lynnwood.

The differentiating characteristics and impacts of the building alternatives are striking. It would cost more to build the satellite facility in Lynnwood. Unlike the other sites available in Bellevue, the overwhelming permanent environmental destruction, in and of itself, should be convincing enough to tilt the scales in favor of determining that the other locations in Bellevue simply make more sense. Lynnwood would suffer the destruction of 11 to 12 acres of vegetation and wildlife, and approximately 2 acres of wetlands. It bears notice that this would also impact 1.79 acres of wetland buffer. The environmental character and ecosystem of these lands would be lost forever.

B14-4

Unlike the other three locations in Bellevue, which are not particularly close to long-established residential neighborhoods, construction at this Lynnwood site would negatively impact the residents of these neighborhoods. The Scriber Lake residential neighborhoods are predominantly comprised of well-maintained owner-occupied single-family homes. The daily lives of local residents and homeowners, many of whom have lived in their homes for many years, would never be the same. Their quality of life would be severely diminished.

B14-5

The previous groundswell of neighborhood support in having the rail lines placed elsewhere exists as strongly for maintaining this area neighborhood without a rail yard.

You will recall that, previously, the businesses and neighborhoods spoke directly against having the light rails come through this exact area. Fortunately at that time, a more appropriate site was found. The people here, having spoken once, speak again in favor of a more economically and environmentally appropriate site for the operations and maintenance satellite facility.

In closing, if you were able to walk the grounds and land as they currently exist, you would definitely hear the sounds of local wildlife thriving in this very special environment. If you were to look skyward, it's likely you would see rare birds and perhaps even eagles are attracted to this uniquely tranquil and calming location. This is the kind of local ecosystem which deserves protection from harm, not extermination arising from inappropriate construction of new development.

From all of us here, we invite your favorable response to our concerns, and appreciate your valuable time.

Best Personal Regards,



JAMES R. WALSH
ATTORNEY AT LAW



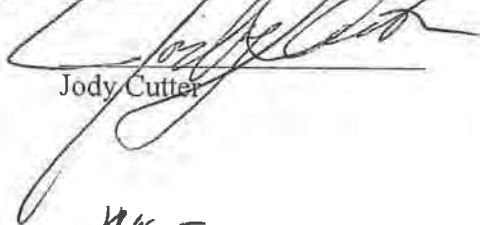
KEVIN D. ANDERSON
ATTORNEY AT LAW



Rebecca Freelin

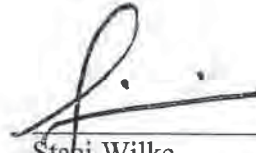


Katy La Madrid



Jody Cutter

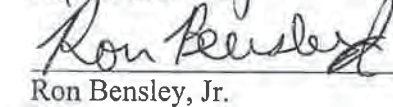
Mr. Fu
CHRISTIAN LAWLER



Staci Wilke



Nofrett Grondin



Ron Bensley, Jr.

LAW OFFICE OF JAMES R. WALSH
Lawyer, Inc.

JAMES R. WALSH
20201 Cedar Valley Rd, Suite 140
P.O. Box 2028
Lynnwood, WA 98036-2028

KEVIN D. ANDERSON
PH: (425) 774-6883
FX: (425) 778-9247

June 12, 2014

Via E-Mail

Sound Transit
Attn: OMSF DEIS Comments
Union Station
401 S. Jackson St.
Seattle WA 98104-2826

**RE: Link Light Rail Operations and Maintenance Satellite Facility
Potential Sites in Lynnwood and Bellevue**

To the Board of Directors, Executive Director, and Management of Sound Transit:

I'm writing in favor of siting the proposed Sound Transit link light rail operations and maintenance satellite facility in one of the three proposed locations in Bellevue. This letter is not merely an appeal to petty "NIMBY-ism". Constructing this facility at the Scriber Lake location in Lynnwood would cause irreversible, permanent harm to the local Scriber Lake wetlands and ecosystem, as set forth later in this letter.

B14-6

Upfront, I will state that two other small business entrepreneurs, along with myself, have invested in developing an attractive and unobtrusive small-business office park which is directly in the path of the alternative proposed satellite facility site in Lynnwood. Two of the buildings which would be destroyed are attractive, contemporary single-story structures which were built in approximately 2007. These buildings inconspicuously and tastefully blend in with the immediate surroundings of the adjacent residential neighborhood, as well as the adjoining Scriber Lake Park with its environmentally-sensitive wetlands. To be clear, neither I nor my fellow business owners want this Sound Transit satellite facility to be placed "in our backyard", and it should be obvious that we don't want our buildings demolished or to have my law office and our other job-creating businesses disrupted.

B14-7

We chose to buy new construction buildings, and to place our businesses here. It is my distinct understanding this is where we all want to stay. I have spoken to workers in the two other businesses that were already located here, and those workers are very interested in pursuing their life's professional work exactly right where they are. They have absolutely no intention of leaving and certainly do not wish to have a move forced upon

B14-8

them. One of the businesses is a metal fabricator, and the other business provides professional handling and storage of furniture inventory for a major furniture retailer just a few blocks away from here. My business and these other businesses blend with, and are entirely consistent, with the surrounding residential neighborhoods.

B14-8
cont'd

Again, please understand that this is not just petty "NIMBY-ism". Rather, this is an earnest appeal that Sound Transit consider the irreversible and permanent harm of constructing and operating the satellite facility in one of the most environmentally-sensitive parts of the City of Lynnwood. No amount of expensive mediation measures would be sufficient to protect the local Scriber Lake wetlands and ecosystem from irreversible, permanent harm if the satellite facility were placed in this location.

It is quite troubling to contemplate that the Lynnwood alternative here in Scriber Lake, as plainly stated on the Sound Transit Alternative Comparison, would require preparing a comprehensive plan, zoning changes and a CUP. Even with all of these extraordinary and expensive measures, placing the satellite facility in this location would be entirely incompatible with the character of the residential neighborhoods, the wetland-related ecosystem, and the lay of the land.

B14-9

This, and additional facts established by the Sound Transit Alternative Comparison, make the case that this satellite facility should not be built in Lynnwood.

The differentiating characteristics and impacts of the building alternatives are striking. It would cost more to build the satellite facility in Lynnwood. Unlike the other sites available in Bellevue, the overwhelming permanent environmental destruction, in and of itself, should be convincing enough to tilt the scales in favor of determining that the other locations in Bellevue simply make more sense. Lynnwood would suffer the destruction of 11 to 12 acres of vegetation and wildlife, and approximately 2 acres of wetlands. It bears notice that this would also impact 1.79 acres of wetland buffer. The environmental character and ecosystem of these lands would be lost forever.

B14-10

Unlike the other three locations in Bellevue, which are not close to residential neighborhoods, construction here would negatively impact the residents of these neighborhoods. The Scriber Lake residential neighborhoods are predominantly comprised of well-maintained owner-occupied single-family homes. The daily lives of local residents and homeowners, many of whom have lived in their homes for many years, would never be the same. Their quality of life would be severely diminished.

B14-11

The previous groundswell of neighborhood support in having the rail lines placed elsewhere exists as strongly for maintaining this area neighborhood without a rail yard.

You will recall that, previously, the businesses and neighborhoods spoke directly against having the light rails come through this exact area. Fortunately at that time, a more appropriate site was found. The people here, having spoken once, speak again in favor of a more economically and environmentally appropriate site for the operations and maintenance satellite facility.

In closing, if you were able to walk the grounds and land as they currently exist, you would definitely hear the sounds of local wildlife thriving in this very special environment. If you were to look skyward, it's likely you would see rare birds and perhaps even eagles are attracted to this uniquely tranquil and calming location. This is the kind of local ecosystem which deserves protection from harm, not extermination arising from inappropriate construction of new development.

From all of us here, we invite your favorable response to our concerns, and appreciate your valuable time.

Best Personal Regards,



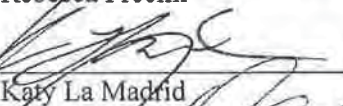
JAMES R. WALSH
ATTORNEY AT LAW



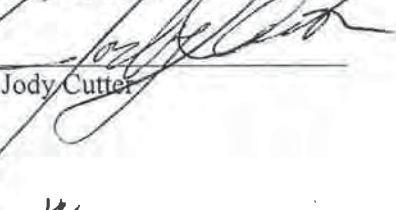
KEVIN D. ANDERSON
ATTORNEY AT LAW



Rebecca Freelin



Katy La Madrid

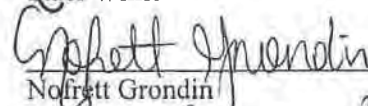


Jody Cutter

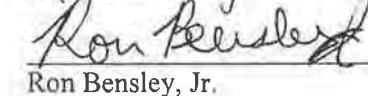
Mr. For
CHRISTIAN LAWLER



Staci Wilke



Nofrett Grondin



Ron Bensley, Jr.

From: James Walsh [jameswalsh@outgun.com]
Sent: Thursday, June 19, 2014 4:16 PM
To: *Email All Boardmembers
Subject: OMSF Proposed Locations
Attachments: Save the Wetlands.docx

Hello all,

Regarding the matter of selecting the location to build Sound Transit's Operations and Maintenance Satellite Facility (OMSF), I again please urge you to not choose the Lynnwood location. The environmental impact would be significantly negative, destroying 11-12 acres of vegetation and wildlife as well as 2 acres of preserved wetlands. This is not right. The attachment to this email helps show the importance of protecting our environment, an issue we tell our children to take seriously, an issue we need to take seriously.

B14-12

With Highest Regards

James R. Walsh, attorney at law and concerned citizen

I want to be able to tell my daughters that when **you** are asked to account for your actions that **you** held up their right and everyone's right, to a legally protected environment and the Lynnwood/Cedar Valley neighborhood.

-James R. Walsh
6/19/2014

NATIVE GROWTH PROTECTION AREA

THIS WETLAND, AND UPLAND BUFFER ARE PROTECTED TO PROVIDE WILDLIFE HABITAT AND MAINTAIN WATER QUALITY.

PLEASE DO NOT DISTURB THIS VALUABLE RESOURCE.



Responses to Letter B14, Law Office of James R. Walsh

Response to Comment B14-1

Sound Transit acknowledges that up to 14 businesses would be displaced with implementation of the Lynnwood Alternative. Sound Transit would provide relocation assistance to displaced businesses as described in Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocations*, of the Final EIS.

Response to Comment B14-2

Please see response to Comment B13-1 and response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B14-3

The Final EIS includes an analysis of land use and neighborhood compatibility and potential wetland impacts under the Lynnwood Alternative. The Conditional Use Permit process would inform design of the OMSF to address land use and neighborhood compatibility issues. Please also see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B14-4

Opposition to the Lynnwood Alternative due to the higher costs and impacts on vegetation, wildlife, and wetlands has been noted.

Response to Comment B14-5

Comment noted. Please refer to the response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which addresses impacts on the adjacent residential neighborhood as a result of the Lynnwood Alternative. Impacts on residents and neighborhoods are also discussed in Chapter 3, Sections 3.5, *Social Impacts, Community Facilities, and Neighborhoods*; 3.6, *Visual and Aesthetic Resources*; 3.8, *Noise and Vibration*; and 3.18, *Parklands and Open Space*, of the Final EIS.

Response to Comment B14-6

Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS.

Response to Comment B14-7

Please see response to Comment B14-1.

Response to Comment B14-8

Please see response to Comment B14-2.

Response to Comment B14-9

Please see response to Comment B14-3.

Response to Comment B14-10

Please see response to Comment B14-4.

Response to Comment B14-11

Please see response to Comment B14-5.

Response to Comment B14-12

Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS.

Letter B15, LifeSpring

From: Sue Cochrun [accounting@bellevuelifespring.org]
Content: Thursday, June 19, 2014 3:24 PM
To: OMSF
Cc: Trish Carpenter
Subject: DEIS comments
Attachments: Sound Transit Letter June 2014.pdf

Sue Cochrun
Business & Finance Manager
Bellevue LifeSpring
Helping Bellevue's Children and Their Families For Over 100 Years

Tel: (425) 451-1175 ext. 103
Fax: (425) 451-1088



June 19, 2014

Dow Constantine
Sound Transit Board Chair
The Chinook Building
401 5th Avenue, Suite 800
Seattle, WA 98104

Dear Sound Transit Board Members and Staff,

On behalf of the Board of Directors, staff and volunteers of Bellevue LifeSpring we are writing to inform you of our opposition to the selection of the SR 520, Alternative 4 as the location for the Light Rail Operations and Maintenance Satellite Facility.

B15-1

Our organization is a non-profit that has been serving Bellevue children and their families for 103 years. We feed, clothe, educate and provide emergency services to those in need. Twenty-seven percent of the children in the Bellevue School District are living below the poverty line. These are the children we serve.

B15-2

We just relocated our offices to Plaza 520 two years ago. This was a significant financial commitment for our organization and one that we cannot afford to make again. The relocation allocation that we have been informed will be paid to us by Sound Transit has a federally regulated \$50,000 cap. This will not cover our moving expenses and will place a financial burden on our organization that will negatively impact children in our community. We don't believe your board would willingly burden our organization and our community in that way.

B15-3

It will also cause a severe disruption to the services we provide. We serve children that are being removed from their homes, we feed children that are hungry, we educate children and parents in an effort to put them on a path to success – all of this service will be disrupted by this move.



Helping Bellevue's Children and
Their Families For Over 100 Years

Dow Constantine

June 19, 2014

Page Two

Please hear our voice and hear the voices of the children and their families that we serve. Make the right choice and select Bellevue BNSF, Alternative 2 as your location choice. It will be less costly to you, will not impact the small businesses in our community and will allow us to remain in our current location without impact.

B15-4

Thank you for your time and consideration.

Sincerely,

Three handwritten signatures in black ink. The first signature is for Bob McDowell, the second for Jennifer Fischer, and the third for Trish Carpenter.

Bob McDowell

Board Member Representative

Jennifer Fischer

Executive Director

Trish Carpenter

President and Chair of the Board

cc: Claudia Balducci, Mayor
Kevin Wallace, Deputy Mayor
John Chelminiak, Bellevue City Council Member
Conrad Lee, Bellevue City Council Member
Jennifer Robertson, Bellevue City Council Member
Lynne Robinson, Bellevue City Council Member
John Stokes, Bellevue City Council Member
Brad Miyaki, City Manager
Chris Salomone, Planning and Community Development Director

Office: P.O. Box 53203
Bellevue, WA 98015 - 3203

Tel: 425.451.1175
Fax: 425.451.1088

www.bellevuelifespring.org
info@bellevuelifespring.org

Thrift Shop: 167 Bellevue Square
Bellevue, WA 98004

From: Sue Cochrun [accounting@bellevuelifespring.org]
Sent: Tuesday, June 03, 2014 1:29 PM
To: OMSF
Cc: kmarch@bellevuewa.gov
Subject: Transit Maintenance Station
Attachments: Sound Transit.pdf

Sue Cochrun
Business & Finance Manager
Bellevue LifeSpring
Helping Bellevue's Children and Their Families For Over 100 Years
sue@bellevuelifespring.org or accounting@bellevuelifespring.org
Tel: (425) 451-1175 ext. 103
Fax: (425) 451-1088

Sound Transit
City of Bellevue

RE: OMSF Siting

I currently work in the Plaza 520 complex. The availability of other office space in this area is limited and the cost is great. Our small non-profit may not be able to find a facility that it can afford. Should that be the case, the staff at Bellevue LifeSpring, including myself, would become unemployed. I suspect that many of the 101 businesses that would be displaced from you selecting this location for the OMSF may have the same problem and will be forced to close, leaving their employees jobless or the small business owner without a business or income.

B15-5

No one seems to want this facility in their area but progress cannot continue without it. The BNSF site only impacts 14 businesses. It will be easier to re-locate 14 businesses rather than the 101 in the SR 520 Alt Site. The EIS shows the BNSF site has a lower property tax revenue loss than the SR 520 Alt. But, has the loss of revenues of the businesses that may close in the SR 520 Alt been considered as well as the affect this will have on the other businesses in the region or what impact unemployment from the businesses that are forced to close will have on the region? I can only hope this has been considered.

B15-6

The City of Bellevue has plans for high density urban neighborhoods, complete with light rail. It is my opinion that their plan should have included space within the high density area to accommodate this facility. Since the EIS shows no noise and vibration affect for the area for this facility and is within the high density area, I think the BNSF site is a better choice. It has the lowest cost, lowest loss of annual property tax, a low vegetation and water resource impact and has 4 acres of surplus land available for redevelopment. This 4 acre surplus could be a park or shopping facility for the high density Spring District neighborhood.

B15-7

When planning for future development, additional sites like this should be included in the planning stage, not after the fact.

Best regards

Susan Scales-Cochrun
c/o Bellevue LifeSpring
13122 NE 20th St, #100
Bellevue, WA 98005
425-451-1175

From: Sue Cochrun [accounting@bellevuelifespring.org]
Sent: Wednesday, May 21, 2014 1:58 PM
To: OMSF
Subject: OMSF DEIS Comments
Attachments: 20140521134645406_0001.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

Sue Cochrun

Business & Finance Manager

Bellevue LifeSpring

Helping Bellevue's Children and Their Families For Over 100 Years

Tel: (425) 451-1175 ext. 103

Fax: (425) 451-1088





Helping Bellevue's Children and Their Families For Over 100 Years

May 21, 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

Board of Directors

- Trish Carpenter, President and Chair of the Board; Joseph Brazen; Cary Falk; Kemper Freeman, Jr.; Marlice Gulacik; Beth Halvorsen; Marilyn Herzberg; Anu Jain; Lisa James; Bob McDowell; Jim Mitchell; Debbie Oberbillig; Patti Payne; Barbara Quinn; Linda Reid; Ken Russell; Sabrina Smith; Betty Tong; Joan Valaas; Maggie Veigien

My name is Trish Carpenter and am a tenant at Plaza 520, a fully-leased business park in Bellevue that is home to more than 40 small businesses and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a business that is located at this location, I strongly oppose selection of this site. This will cause irreparable financial harm and immeasurable personal distress not just for us – but for all small businesses at Plaza 520 who would be forced to close and relocate.

B15-8

In addition, we believe protecting Goff Creek, a fish-bearing stream that currently daylight through our property should be a priority. Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use.

B15-9

We also believe the heavy industrial use of the OMSF is not consistent with the City of Bellevue's comprehensive plan. Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses.

B15-10

Finally, the SR 520 Alternative is also within a stone's throw from one of Bellevue's oldest neighborhoods – Bridle Trails – and we understand there is strong concern about the impacts of a heavy industrial use on this community of more than 5,000 homes.

B15-11

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

B15-12

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small business and the surrounding neighborhood.

B15-13

Thank you for considering our comments.

Sincerely,

Trish Carpenter (handwritten signature)

Trish Carpenter
President

From: J Valaas [jvalaas@hotmail.com]
Sent: Monday, June 23, 2014 2:10 PM
To: OMSF
Subject: OMSF at the 520 Plaza site

Dear sirs:

I find it incomprehensible that the 520 Plaza site is even being considered as one of the sites for the Maintenance Facility. There 101 small business owners on this site, Bellevue LifeSpring being one of them. As a Board Member of the Bellevue LifeSpring and having been involved in the search for this location just two years ago, it is very difficult to imagine that we could find a comparable space in such a good location without a huge amount of time and money.

B15-14

We are an organization that needs to keep our focus on our mission of providing food, clothing emergency assistance and education to needy families in Bellevue.

Please take the 520 Plaza location off of the table!

Thank you,
Joan Valaas
Board Director

*Bellevue LifeSpring
13122 NE 20th Suite 100
Bellevue, WA 98005
425 451-1175
425 442-7884 - direct*

Responses to Letter B15, LifeSpring

Response to Comment B15-1

Opposition to the SR 520 Alternative has been noted.

Response to Comment B15-2

Comment noted.

Response to Comment B15-3

Comment noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. There is no maximum limit on relocation assistance for businesses. Relocation assistance can include both moving expenses, which have no limits, and also reestablishment expenses. Reestablishment expenses can be applied (over and above moving expenses) to costs associated with configuring a new space to fit the current business practices or needs and/or for increased operating costs (such as increased rental fees). Under Washington State law, reestablishment expenses are capped at \$50,000.

Response to Comment B15-4

Support for the Preferred Alternative over the SR 520 Alternative has been noted.

Response to Comment B15-5

Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B15-6

Support for the Preferred Alternative over the SR 520 Alternative due to fewer displaced businesses and lower property tax revenue has been noted. Chapter 3, Section 3.4, *Economics*, of the Final EIS includes estimates of displaced employees from businesses that would be acquired and relocated by the proposed project for each build alternative. This section also states that Sound Transit would provide relocation assistance to displaced businesses and that jobs could be relocated rather than lost permanently.

Response to Comment B15-7

Support for the Preferred Alternative due to lower costs and fewer environmental impacts as compared to the other build alternatives, and because the Preferred Alternative would result in a land surplus of 4 acres for future development has been noted.

Response to Comment B15-8

Please see response to Comment B5-1.

Response to Comment B15-9

Please see response to Comment B2-2.

Response to Comment B15-10

Please see response to Comment B2-3.

Response to Comment B15-11

Please see response to Comment B2-4.

Response to Comment B15-12

Please see response to Comment B2-5.

Response to Comment B15-13

Please see response to Comment B2-6.

Response to Comment B15-14

Opposition to the SR 520 Alternative due to the displacement of businesses has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter B16, Mayes Testing Engineers, Inc.

From: Kyle Carlson [KCarlson@MAYESTESTING.com]
Sent: Friday, June 20, 2014 12:04 PM
To: OMSF
Subject: Sound Transit OMSF Project

Dear Sound Transit,

As an employee of a business that would be displaced by the OMSF Project, I would like to voice my opposition to the Facility. Following are the key reasons that Lynnwood is not the best option for the OMSF Project. | B16-1

- Lynnwood is the most expensive option with the highest annual operating costs. | B16-2
- Edmonds School District will not sell the property required, essentially killing the project before it starts. | B16-3
- The Lynnwood site is located directly adjacent to a long established residential area. The Bellevue sites are not. | B16-4
- The Lynnwood site is located directly adjacent to a park and will be built on a portion of the adjacent wetland. Both play an integral part in the residential and business community. The Bellevue site is in an industrial area and would not damage the existing environment. | B16-5
- One of the Businesses houses the State DHS Offices. They, along with other businesses employ hundreds of people and serve the needy in our community. | B16-6

In conclusion, I request that the Lynnwood location be eliminated from the OMSF plans.

Respectfully,

Kyle Carlson, CPA | Controller & Human Resources Manager
kcarlson@mayestesting.com
Tel: 425.742.9360 | Fax: 425.745.1737

MAYES TESTING ENGINEERS, INC.

www.mayestesting.com
Main: 20225 Cedar Valley Rd, Ste 110 | Lynnwood, WA 98036 | 425 742 9360
Tacoma: 10029 S Tacoma Way, Ste E-2 | Tacoma, WA 98499 | 253 584 3720
Celebrating 10 years in Portland: 7911 NE 33rd Dr, Ste 190 | Portland, OR 97211 | 503 281.7515



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From: Mike Walden [MWalden@MAYESTESTING.com]
Content: Thursday, June 19, 2014 7:02 AM
to: OMSF
Subject: OMSF Project

Dear Sound Transit,

As an employee of a business that would be displaced by the OMSF Project, I would like to voice my opposition to the Facility. Following are the key reasons that Lynnwood is not the best option for the OMSF Project.

B16-7

- Lynnwood is the most expensive option with the highest annual operating costs.
- Edmonds School District will not sell the property required, essentially killing the project before it starts.
- The Lynnwood site is located directly adjacent to a long established residential area. The Bellevue sites are not.
- The Lynnwood site is located directly adjacent to a park and will be built on a portion of the adjacent wetland. Both play an integral part in the residential and business community. The Bellevue site is in an industrial area and would not damage the existing environment.
- One of the Businesses houses the State DHS Offices. They, along with other businesses employ hundreds of people and serve the needy in our community.

B16-8

B16-9

B16-10

B16-11

B16-12

In conclusion, I request that the Lynnwood location be eliminated from the OMSF plans

Respectfully,

Mike Walden

From: Marlene Eiseman [MEiseman@MAYESTESTING.com]
ent: Thursday, June 19, 2014 8:21 AM
o: OMSF
Subject: OMSF Project - Lynnwood

Dear Sound Transit,

As an employee of a business that would be displaced by the OMSF Project, I would like to voice my opposition to the Facility. Following are the key reasons that Lynnwood is not the best option for the OMSF Project. | B16-13

- Lynnwood is the most expensive option with the highest annual operating costs. | B16-14
- Edmonds School District will not sell the property required, essentially killing the project before it starts. | B16-15
- The Lynnwood site is located directly adjacent to a long established residential area. The Bellevue sites are not. | B16-16
- The Lynnwood site is located directly adjacent to a park and will be built on a portion of the adjacent wetland. Both play an integral part in the residential and business community. The Bellevue site is in an industrial area and would not damage the existing environment. | B16-17
- One of the Businesses houses the State DHS Offices. They, along with other businesses employ hundreds of people and serve the needy in our community. | B16-18

In conclusion, I request that the Lynnwood location be eliminated from the OMSF plans.

Respectfully,

Marlene Eiseman | Accounts Payable / Payroll Clerk
meiseman@mayestesting.com
Tel: 425.742.9360 | Fax: 425.745.1737

MAYES TESTING ENGINEERS, INC.

www.mayestesting.com

Main: 20225 Cedar Valley Rd, Ste 110 | Lynnwood, WA 98036 | 425 742.9360

Tacoma: 10029 S Tacoma Way, Ste E-2 | Tacoma, WA 98499 | 253 584 3720

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Connect with us

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From: Mark McBride [MMcBride@MAYESTESTING.com]
Sent: Thursday, June 19, 2014 8:40 AM
To: OMSF
Subject: OMSF Project

Dear Sound Transit,

As an employee of a business that would be displaced by the OMSF Project, I would like to voice my opposition to the Facility. Following are the key reasons that Lynnwood is not the best option for the OMSF Project. | B16-19

- Lynnwood is the most expensive option with the highest annual operating costs. | B16-20
- Edmonds School District will not sell the property required, essentially killing the project before it starts. | B16-21
- The Lynnwood site is located directly adjacent to a long established residential area. The Bellevue sites are not. | B16-22
- The Lynnwood site is located directly adjacent to a park and will be built on a portion of the adjacent wetland. Both play an integral part in the residential and business community. The Bellevue site is in an industrial area and would not damage the existing environment. | B16-23
- One of the Businesses houses the State DHS Offices. They, along with other businesses employ hundreds of people and serve the needy in our community. | B16-24

In conclusion, I request that the Lynnwood location be eliminated from the OMSF plans

Respectfully,

Mark McBride | Senior Project Manager
mmcbride@mayestesting.com
Cell: 206.316.0766

MAYES TESTING ENGINEERS, INC.

www.mayestesting.com

Main: 20225 Cedar Valley Rd, Ste 110 | Lynnwood, WA 98036 | 425.742.9360

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From: Lonny Morrison [LMorrison@MAYESTESTING.com]
ent: Wednesday, June 18, 2014 5:31 PM
o: OMSF
Subject: Sound Transit OMSF Project Lynnwood Site

Dear Sound Transit,

As an employee of a business that would be displaced by the OMSF Project, I would like to voice my opposition to the Facility. Following are the key reasons that Lynnwood is not the best option for the OMSF Project. | B16-25

- Lynnwood is the most expensive option with the highest annual operating costs. | B16-26
- Edmonds School District will not sell the property required, essentially killing the project before it starts. | B16-27
- The Lynnwood site is located directly adjacent to a long established residential area. The Bellevue sites are not. | B16-28
- The Lynnwood site is located directly adjacent to a park and will be built on a portion of the adjacent wetland. Both play an integral part in the residential and business community. The Bellevue site is in an industrial area and would not damage the existing environment. | B16-29
- One of the Businesses houses the State DHS Offices. They, along with other businesses employ hundreds of people and serve the needy in our community. | B16-30

In conclusion, I request that the Lynnwood location be eliminated from the OMSF plans

Respectfully,
Lonny Morrison | Senior Project Manager
lmorrison@mayestesting.com
Cell: 206.356.8317 | Office: 425 742 9360

MAYES TESTING ENGINEERS, INC.

www.mayestesting.com

Main: 20225 Cedar Valley Rd, Ste 110 | Lynnwood, WA 98036 | 425 742 9360

Tacoma: 10029 S Tacoma Way, Ste E-2 | Tacoma, WA 98499 | 253 584 3720

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From: Yavita Kotomaimoce [YKotomaimoce@MAYESTESTING.com]
sent: Wednesday, June 18, 2014 8:40 PM
to: OMSF
Subject: Sound Transit OMSF Project

Dear Sound Transit,

As an employee of a business that would be displaced by the OMSF Project, I would like to voice my opposition to the Facility. Following are the key reasons that Lynnwood is not the best option for the OMSF Project. | B16-31

- Lynnwood is the most expensive option with the highest annual operating costs. | B16-32
- Edmonds School District will not sell the property required, essentially killing the project before it starts. | B16-33
- The Lynnwood site is located directly adjacent to a long established residential area. The Bellevue sites are not. | B16-34
- The Lynnwood site is located directly adjacent to a park and will be built on a portion of the adjacent wetland. Both play an integral part in the residential and business community. The Bellevue site is in an industrial area and would not damage the existing environment. | B16-35
- One of the Businesses houses the State DHS Offices. They, along with other businesses employ hundreds of people and serve the needy in our community. | B16-36

In conclusion, I request that the Lynnwood location be eliminated from the OMSF plans

Respectfully,

Yavita Kotomaimoce

Responses to Letter B16, Mayes Testing Engineers, Inc.

Response to Comment B16-1

Opposition to the Lynnwood Alternative has been noted.

Response to Comment B16-2

Chapter 4, *Alternatives Analysis*, of the Final EIS acknowledges the higher operational costs of the Lynnwood Alternative as compared to the other build alternatives.

Response to Comment B16-3

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B16-4

Please refer to the response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, and Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, of the Final EIS, which evaluates potential impacts on surrounding residential areas with implementation of the Lynnwood Alternative. As discussed, Sound Transit would incorporate measures to help minimize impacts of the proposed project on social interaction, community facilities, and neighborhood quality.

Response to Comment B16-5

Analysis of the impacts on Scriber Creek wetlands is presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), of the Final EIS. Please see the response to Common Comment 27 regarding Scriber Creek wetlands. Impacts related to the Preferred Alternative, BNSF Modified Alternative, and SR 520 Alternative are presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4), of the Final EIS.

Response to Comment B16-6

Please see the response to Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B16-7

Please see response to Comment B16-1.

Response to Comment B16-8

Please see response to Comment B16-2.

Response to Comment B16-9

Please see response to Comment B16-3.

Response to Comment B16-10

Please see response to Comment B16-4.

Response to Comment B16-11

Please see response to Comment B16-5.

Response to Comment B16-12

Please see response to Comment B16-6.

Response to Comment B16-13

Please see response to Comment B16-1.

Response to Comment B16-14

Please see response to Comment B16-2.

Response to Comment B16-15

Please see response to Comment B16-3.

Response to Comment B16-16

Please see response to Comment B16-4.

Response to Comment B16-17

Please see response to Comment B16-5.

Response to Comment B16-18

Please see response to Comment B16-6.

Response to Comment B16-19

Please see response to Comment B16-1.

Response to Comment B16-20

Please see response to Comment B16-2.

Response to Comment B16-21

Please see response to Comment B16-3.

Response to Comment B16-22

Please see response to Comment B16-4.

Response to Comment B16-23

Please see response to Comment B16-5.

Response to Comment B16-24

Please see response to Comment B16-6.

Response to Comment B16-25

Please see response to Comment B16-1.

Response to Comment B16-26

Please see response to Comment B16-2.

Response to Comment B16-27

Please see response to Comment B16-3.

Response to Comment B16-28

Please see response to Comment B16-4.

Response to Comment B16-29

Please see response to Comment B16-5.

Response to Comment B16-30

Please see response to Comment B16-6.

Response to Comment B16-31

Please see response to Comment B16-1.

Response to Comment B16-32

Please see response to Comment B16-2.

Response to Comment B16-33

Please see response to Comment B16-3.

Response to Comment B16-34

Please see response to Comment B16-4.

Response to Comment B16-35

Please see response to Comment B16-5.

Response to Comment B16-36

Please see response to Comment B16-6.

Letter B17, MJR Development

From: Mike Raskin [Mike@mjrdevelopment.com]
Sent: Sunday, June 22, 2014 10:42 PM
To: OMSF
Cc: Mike Raskin; Mike McClure
Subject: Comments on the OMSF Draft Environmental Impact Statement (DEIS)

Dear Sound Transit

I am writing to you to express my strong opposition to locating the Sound Transit Links Operations and Maintenance Facility at the Lynnwood Location and to comment on the Draft Environmental Impact Statement. If Sound Transit Choses this location they will cause considerable harm to the environment as well as to the many homes, businesses and critical State Government services located on the property.

B17-1

We are the owner of Creekside Center a three story office 72,000 s.f. Class "A" office building located on 20311 52nd Avenue in Lynnwood, just north of the existing Edmonds School District Property. We also own two other adjacent properties and have plans on those properties for an additional 50,000 s.f. of office to be developed in the near future

B17-2

Creekside Center is 100% leased to the State of Washington and houses a number of critical Stage agencies that serve the community in the south Snohomish area. These Agencies include DSHS (Department of Social and Health Services), DCFS (Department of Children and Family Services), ESD (Employment Security Division), DVR (Department of Vocational Rehabilitation) and Work Source. These Agencies provide valuable services to the Lynnwood and South Snohomish County communities. Construction of the proposed Maintenance Facility would mean the demolition of this building and the significant disruption of the roughly 250 State Employees in the building as well as the large number of citizens they serve. If you visit the building during normal working hours you will find that the agencies in this building work with a large sector of the South Snohomish population and provide services that are critical to those citizens. Demolition of the building would cause a great deal of harm to the community. In addition many of the roughly 250 people that work in the building live in the Lynnwood area and they, and the many visitors to the building, shop at local Lynnwood businesses during their work week These people and their many clients in the community will suffer. If the Lynnwood location is chosen it will hurt important State services and the community as a whole.

B17-3

If Lynnwood is chosen for the Maintenance yard homes and businesses will be destroyed, parks and pristine wetlands will be damaged, companies and residents will be displaced. There will be significant negative effects on the environment including water, air, soil, parklands, noise, ecosystems, vegetation and wildlife. The construction alone will take years in which time the entire area which is residential as well as commercial will be effected. I know that Sound Transit provides estimates of the impact of each option to the City and Community but do these studies include the possible economic loss to Lynnwood's businesses if tenants move away and businesses are forced to close.

B17-4

I hope that Sound Transit will consider the very real and significant negative effect choosing this location will have on valuable State Services, the environment and the Lynnwood Community in general. Thank you for the opportunity to provide thoughts on this important decision.

B17-5

Michael Raskin
President MJR Development
Manager – MR Creekside LLC



MIKE RASKIN
mike@mjrdevelopment.com
T 425.822.4466
M 206.930.4537

MJR DEVELOPMENT
6725 116th Ave. NE, Suite 100
Kirkland, Washington 98033
www.mjrdevelopment.com

YOU DREAM IT - WE BUILD IT

Responses to Letter B17, MJR Development

Response to Comment B17-1

Opposition to the Lynnwood Alternative has been noted. Please see response to Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B17-2

Comment noted.

Response to Comment B17-3

Please see the response to Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B17-4

The Lynnwood Alternative would not displace residents; however, it would replace existing commercial and vacant land/open space with the OMSF. Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding impacts on the surrounding community and adjacent land uses resulting from the Lynnwood Alternative. Impacts on surrounding wetlands, ecosystems, vegetation, and wildlife are addressed in Section 3.9, *Ecosystems*, of the Final EIS. Please also refer to Common Comment 27 regarding potential construction and operational impacts on Scriber Creek wetlands. Impacts on air, water, and soil are addressed in Chapter 3, Sections 3.7, *Air Quality and Greenhouse Gases*; 3.10, *Water Resources*; and 3.12, *Geology and Soils*, respectively, of the Final EIS,

Response to Comment B17-5

Comment noted.

Letter B18, MOSAIC Children’s Therapy Clinic

Council Members,

Thank you very much for the opportunity to give my testimony to you today voicing my objection to the placement of the rail yard at the Bellevue 520/20th Ave location.

My name is Andrea Duffield. I am a teacher, a speech language pathologist and the owner of MOSAIC Children's Therapy Clinic. My Clinic is located in the Plaza 520 complex. If the light rail maintenance yard was placed in the location of my current business it would be devastating to my business and my staff, but more importantly it would be devastating to the thousands of special needs children we serve in this community. Let me start of by reminding you of the current statistics – currently 1 in 68 children in this country are diagnosed with an autism spectrum disorder, if you are a boy – the risk increases to 1 in 42. One in 6 children has a diagnosis of a developmental delay or disability. If I can take a moment and ask the room – please raise your hand if you know a child with special needs.

B18-1

My business, MOSAIC provides pediatric physical, occupational and speech therapy services. In addition we offer behavioral intervention services for children including pediatric psychology assessment and treatment, individual and group counseling, behavioral interventions and ABA programming. We have comprehensive programs for our clients with autism spectrum disorders and developmental delays including aquatic therapy, pediatric yoga, feeding groups, handwriting groups, social skills classes, friendship groups, dietary and nutritional assessments, and functional movement groups. We have a small developmental pre-school and kindergarten boot-camp for our clients that cannot survive in the public school system. There is nowhere else to go for these clients.

MOSAIC is the only private comprehensive therapy clinic in the greater Seattle area providing this depth and breadth of services from birth through adulthood. We are unique for our families because we have created a model that allows them to come to one place and have a true team, a family centered approach to meeting their child's needs.

MOSAIC is also a rare private provider that accepts Medicaid clients. Our state agencies cannot meet the needs of all of these clients. Because I am a therapist myself, because I am a mother – I have dedicated a portion of my business to serving these families that have no other options. I can-not look at a child and take away his or her opportunity to meet his highest level of functioning because of his insurance plan.

MOSAIC began in 2003 – over the last 11 years we have worked tirelessly to grow and become the agency we are today. It took nearly 2 years to be able to find the right location for our clinic. We have so many limitations and issues to deal with in finding a location:

1. We need to be accessible for families – our freeway access right now is key. Keep in mind this isn't because of convenience – we see children each year with severe sensory processing disorder issues – every minute in a car is potential torture to their systems. We have clients that cry and scream every time they have to get into a car. At MOSAIC they don't have to go from clinic to clinic to get services – 1 round trip.
2. We need a safe parking lot – with big parking stalls – in our last location parents struggled to get their kiddos in and out of the car. We can't be faced onto a busy street – it is distracting and potentially dangerous as many kiddos will run away. They are fast and they don't check both ways – ever. In our current building we have only one other business across from us – the entire west side of the facility is facing into a grassy area with a 10+ foot wall of greenery. As soon as the weather is nice our clinicians and clients utilize that green space to take treatment outside.
3. The other side of our clinic is the Goff creek. After a challenging drive to the clinic many families take a few minutes to using calming techniques in that peaceful area to allow their child to center and enter the clinic primed to work.
4. We need space to grow. Since moving into our initial 9,000 sq. feet at Plaza 520 we have subsequently been able to add an additional 1800 square feet and expand our service offerings. The flexibility in this office park to expand is rare. The entire property is level and has peaceful surroundings, good parking and excellent access. We have plans to add more clinical space in our current building and as we grow we will look to potentially add a special needs school.

B18-2

If in fact MOSAIC had to move it would be very challenging to find a replacement for our clinic. Our landlord spent a significant amount of time with us prior to leasing to us. They have a commitment to helping children in this community. We have a favorable lease rate, options to renew and a committed partner in this venture. To exemplify, during our tenant improvement process they worked with us to add additional safety features and enhancements for our kiddos – we have a special floating floor with triple the normal padding to decrease injuries. We have

6 custom installed swing apparatus in our ceiling to provide a multitude of tactile and vestibular treatment options for our kiddos.

The proposed relocation assistance packages that have been described to us would come nowhere near to covering the cost of moving and recreating the environment we have. Having spent such a long time looking, I do not believe that I would find a location as optimal as Plaza 520. If we were forced to move I do not know how we would continue to serve our Medicaid and welfare clients. Those clients would go back on endless waiting lists, they will lose the opportunity to reach their maximum potential, they will have greater needs in school, they will have greater social service needs as adults, they will cost the taxpayers and this community large sums of money. But more importantly – they will not get every opportunity they should have to be their very best selves. I don't think that any of us should have to live with that knowledge when there are other viable, cost effective options available to the council.

B18-2
cont'd

From: G. David Hill [gdavidhill@hotmail.com]
Sent: Thursday, June 12, 2014 3:53 PM
To: OMSF
Cc: Kelly&Leann Hill
Subject: RE: OMSF DEIS Comments

From: kellyandleann@comcast.net
To: nbrambach@seanet.com; ellieD1019@aol.com; gdavidhill@hotmail.com; txh22@planet.nl;
sirhaller@gmail.com; thea.visser@planet.nl; sirhaller@gmail.com
Subject: FW: OMSF DEIS Comments
Date: Thu, 12 Jun 2014 11:56:41 -0700

Dear Sound Transit Capital Committee and staff:

My name is **Barb Hill** and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Barbara Hill

From: Kelly and Leann [kellyandleann@comcast.net]
Sent: Thursday, June 12, 2014 11:58 AM
To: OMSF
Subject: FW: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Leann Hill and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-4

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Leann Hill

From: Ranganath Hande [ranga4all@yahoo.com]
Sent: Monday, June 09, 2014 2:21 PM
To: OMSF
Subject: RE: OMSF DEIS Comments

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Ranga Hande and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments

Sincerely,
Ranga Hande

B18-5

From: Shahnoor Dharamsi [sdharamsi@mosaicrehab.com]
Sent: Thursday, June 05, 2014 1:09 PM
To: OMSF
Subject: Say No to the Rail Yard in Plaza 520

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Shahnoor Dharamsi and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-6

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Shahnoor Dharamsi MS, OTR/L
Pediatric Occupational Therapist
Mosaic Children's Clinic
Plaza 520
13010 NE 20th Street, Suite 300
Bellevue, Washington 98005

Web: <http://www.mosaicrehab.com>

Blog: <http://mosaicchildrenstherapy.wordpress.com/>

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From: Karen Chekan [karenchekan@yahoo.com]
Content: Wednesday, June 04, 2014 3:32 PM
Location: OMSF
Subject: Save 520 plaza

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Karen Chekan and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-7

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Karen Chekan

From: Irene Kotulak [ikotulak@mosaicrehab.com]
Sent: Monday, June 02, 2014 11:51 AM
To: OMSF
Subject: RE: OMSF DEIS Comments

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our community's special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-8

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments

Sincerely,
Irene Kotulak COTA/L

From: Andy and Tiffany Sutton [tlynnwilliams@msn.com]
Sent: Sunday, June 01, 2014 10:40 PM
To: OMSF
Subject: RE: OMSF DEIS Comments

June 1, 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Tiffany Sutton and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Tiffany Sutton

B18-9

Tiffany Sutton
tlynnwilliams@msn.com
206-300-6469

From: Vince & Carolyn Wirkman [wirkmanv@frontier.com]
Sent: Monday, June 02, 2014 8:55 AM
To: OMSF
Subject: prospective maintenance facility #4

June 2, 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Carolyn Wirkman and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

I am the director of a small, private, non-profit school in Kirkland. I am quite familiar with the very real burdens of having to move a small business, especially one working with vulnerable children and families. In MOSAIC's case, they have carefully, responsibly and expertly built up this facility at Plaza 520 in order to provide very high quality services for very needful children.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-10

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments

Sincerely,

Carolyn Wirkman

Director, Kirkland Preschool
802 2nd Street, Kirkland, WA 98033

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A block of faint, illegible text.

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From: Michelle Chappon [chappon15@hotmail.com]
Sent: Sunday, June 01, 2014 10:26 PM
To: OMSF
Subject: OMSF DEIS Comments

June 1, 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and Staff Members

My name is Michelle Chappon and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC, I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and Autism diagnosis are seen in 1 in 68 children, we cannot afford to lose this provider in this location.

B18-11

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of the children in our community and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of the site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community. It would devastate me as I have a child with special needs that has been going to MOSAIC for over five years and is on Medicaid. This would cause my son to no longer receive these medically necessary services.

Thank you for considering my comments.

Sincerely,

Michelle Chappon

From: Regina M. Hall [regina.m.hall@gmail.com]
Sent: Sunday, June 01, 2014 9:45 PM
To: OMSF
Subject: OMSF DEIS Comments

June 1, 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Regina Hall and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

My child has received services from MOSAIC over 3 years. I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-12

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments

Sincerely,

Regina Hall

From: Nicole Taylor [ntaylor@mosaicrehab.com]
Content: Wednesday, June 04, 2014 3:13 PM
Location: OMSF
Subject: OMSF DEIS Comments

June 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Nicole Taylor and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-13

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Nicole Taylor

From: Kathy Fortner [kathy.fortner@kinding.org]
Sent: Monday, June 02, 2014 11:07 AM
To: OMSF
Subject: OMSF DEIS Comments

June 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Kathy Fortner and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-14

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our community's children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Kathy Fortner

From: Banas, Patricia A [PBanas@PeaceHealth.org]
Sent: Tuesday, June 03, 2014 8:41 AM
To: OMSF
Subject: OMSF DEIS Comments

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Patricia Banas, I have been informed the site where MOSAIC Children's Therapy Clinic a part of the Plaza 520 Business park is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-15

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments

Sincerely,

Patricia A. Banas MA-CCC
Speech Language Pathologist
Past President Washington Speech Language Hearing Association

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contained herein. If you have received this message in error, immediately advise the sender by reply email and destroy this message.

From: Margaret Compton [margaret@comptonfamily.net]
Sent: Tuesday, June 03, 2014 8:09 PM
To: OMSF
Subject: OMSF DEIS Comments

May 2014

Dear Sound Transit Capital Committee and staff:

My name is Margaret Compton and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-16

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Margaret Compton

From: Catherine Filippini [catherine.filippini@gmail.com]
Sent: Tuesday, June 03, 2014 6:05 PM
To: OMSF
Subject: OMSF DEIS Comments

June 2014

Dear Sound Transit Capital Committee and staff:

My name is Catherine Filippini and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As an ardent supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-17

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,
Catherine Filippini
Parent of a child that continues to be served by MOSAIC, Bellevue

From: Deadra Phillips [dphillips@mosaicrehab.com]
Sent: Wednesday, June 04, 2014 2:36 PM
To: OMSF
Subject: OMSF DEIS Comments

June 4, 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Deadra Phillips and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-18

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Deadra Phillips

From: Mansi Dalal [mdalal@mosaicrehab.com]
Sent: Wednesday, June 04, 2014 3:01 PM
To: OMSF
Subject: OMSF DEIS comments
Attachments: supporting Mosaic.docx

Hello,

Please see the attached letter to support Mosaic Children's therapy Clinic and other businesses around from the impact of rail road yard construction at this location by sound Transit

Thanks,

Mansi Dalal, OTD, OTR/L
Occupational therapist

Mosaic Children's Therapy Clinic

Plaza 520

13010 NE 20th Street, Suite 300

Bellevue, Washington 98005

Phone 425 644 6328 ext 304

Fax 425 644 6295

Web: <http://www.mosaicrehab.com>

Blog: <http://mosaicchildrenstherapy.wordpress.com/>

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June 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Mansi Dalal and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-19

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Mansi Dalal

From: Anita Davis [adavis@mosaicrehab.com]
Sent: Wednesday, June 04, 2014 2:51 PM
To: OMSF
Subject: No Railyard Plaza 520

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Anita Davis and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-20

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Anita Davis

From: Coleen Gilchrist [cgilchrist@mosaicrehab.com]
Sent: Wednesday, June 04, 2014 3:13 PM
To: OMSF
Subject: No railyard demolishing Mosaic

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Coleen Gilchrist and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

B18-21

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments

Sincerely,

Coleen Gilchrist

From: Darlene Logan [dloganotr@hotmail.com]
Sent: Monday, June 02, 2014 8:22 PM
To: OMSF
Subject: New Spot for Maintenance Yard
Attachments: Help Mosaic.docx

Please read the attached letter regarding moving businesses to build a maintenance yard. Thank you for your consideration. Darlene

June 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Darlene Logan, OTR/L and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and Autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our community's children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Darlene Logan, OTR/L

B18-22

From: Caitlin Sullivan [csullivan@mosaicrehab.com]
ent: Wednesday, June 04, 2014 3:52 PM
fo: OMSF
Subject: MOSAIC/ Plaza 520

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Caitlin Sullivan and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Caitlin Sullivan

Front Desk/ Scheduling

Mosaic Children's Therapy Clinic

Plaza 520, 13010 NE 20th street, Suite 300

Bellevue, WA 98005

425-644-6328

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From: Deborah Meister [deborahann87@gmail.com]
Sent: Sunday, June 01, 2014 9:45 PM
To: OMSF
Subject: Mosaic Children's Therapy-RE: OMSF DEIS Comments

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Deborah Meister and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,
Deborah Meister

B18-24

From: Sathyapriya Srinivasan [sathyasid@yahoo.com]
Sent: Sunday, June 01, 2014 10:13 PM
To: OMSF
Subject: I am connected with Plaza 520

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Sathya and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,
Sathya

B18-25

From: Cindy Angelo [cangelo@mosaicrehab.com]
Sent: Tuesday, June 03, 2014 4:07 PM
To: OMSF
Subject: FW: NO to Sound Transit's future Rail Yard at 520 in Bellevue

From: SJNunnelee@bellevuewa.gov [mailto:SJNunnelee@bellevuewa.gov]
Sent: Tuesday, June 03, 2014 3:56 PM
To: Cindy Angelo
Subject: RE: NO to Sound Transit's future Rail Yard at 520 in Bellevue

Thank you for your input on Sound Transit's light rail operations and maintenance satellite facility site alternatives. Your letter has been received by Bellevue City Council members. The Bellevue City Council expressed opposition to the Bel Red sites under consideration in a letter to Sound Transit, noting that the light rail maintenance facility was incompatible with the community vision, adopted land use regulations, and transit oriented development. The City continues to work for a solution that protects Bel Red businesses and adjacent neighborhoods.

Please note that the City of Bellevue does not collect or record comments into the formal public record for Sound Transit. We encourage you to forward this comment directly to Sound Transit so it can become a part of the Draft Environmental Impact Statement (DEIS) record. All comments submitted by June 23, 2014 will be considered by the Sound Transit Board of Directors prior to identifying a preferred site alternative, and they will be responded to in the next environmental analysis document called the Final Environmental Impact Statement (FEIS).

Comments by email: OMSF@soundtransit.org
Comments by mail: Sound Transit
Attention: OMSF DEIS Comments
401 South Jackson Street
Seattle, Washington 98104

Please include an addressee and return address in all written and email comments

You can also comment on the operations and maintenance satellite facility site alternatives in person by attending the Bellevue open house and public hearing:

[Thursday, June 5, 2014](#)

5:00 - 7:30 p.m., Hearing begins at 5:30 p.m.

Coast Bellevue Hotel, 625 116th Avenue NE, Bellevue, WA

From: Cindy Angelo [mailto:cangelo@mosaicrehab.com]
Sent: Tuesday, June 03, 2014 15:48
Subject: NO to Sound Transit's future Rail Yard at 520 in Bellevue
Importance: High



Sound Transit has proposed that Plaza 520 is a potential site for the light rail maintenance yard. The placement of this industrial facility in our community would have potentially devastating effects on the 101 businesses it would displace.

MOSAIC Children's Therapy Clinic is one of these businesses. We provide vital services to thousands of children, with and without insurance coverage, affected by developmental disabilities and autism spectrum disorders.

We invite you to come and see first hand, the myriad of services our clinic provides.

Individual tours of MOSAIC and information on how you can help will be offered the following times:

Thursday, June 5th, 3:00pm—4:30pm

Tuesday, June 10th, 3:00pm—4:30pm

Tuesday, June 17th, 3:00pm— 4:30pm

MOSAIC Children's Therapy
13010 NE 20th St. Suite 300
Bellevue, WA 98005

425-644-6328 ext. 1323

www.mosaicrehab.com

MOSAIC Children's Therapy Clinics in Bellevue & Seattle:



From: Michelle Parnes [michparnes@gmail.com]
Content: Monday, June 02, 2014 9:06 AM
to: OMSF
Subject: EOMSF

June 2, 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is **Michelle Parnes** and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-26

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Michelle Parnes
Occupational Therapist

From: Hillary Altenberg [haltenberg@mosaicrehab.com]
Sent: Sunday, June 01, 2014 11:45 PM
To: OMSF
Subject: Alternative 4

June 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Hillary Altenberg and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

B18-27

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,
Hillary Altenberg

Responses to Letter B17, MOSAIC Children’s Therapy Clinic

Response to Comment B18-1

Opposition to the SR 520 Alternative due to the displacement of the MOSAIC Children’s Therapy Clinic has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which responds to the comments regarding the potential displacement of MOSAIC Children’s Therapy Clinic.

Response to Comment B18-2

Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which responds to comments regarding the potential displacement of MOSAIC Children’s Therapy Clinic. Business relocation assistance would include consideration of location and special space needs, as well as existing tenant improvements made by MOSAIC. Business relocation assistance includes both moving expenses and costs to reestablish the business at a new location. Reestablishment expenses can be applied (over and above moving expenses) to costs associated with configuring a new space to fit the current business practices or needs and/or for increased operating costs (such as increased rental fees), up to \$50,000.

Response to Comments B18-3

Opposition to the SR 520 Alternative due to the displacement of the MOSAIC Children’s Therapy Clinic has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS and response to Comment B18-2.

Also, general support for the Preferred Alternative and BNSF Modified Alternative over the SR 520 Alternative has been noted.

Response to Comment B18-4

Please see response to Comment B18-3.

Response to Comment B18-5

Please see response to Comment B18-3.

Response to Comment B18-6

Please see response to Comment B18-3.

Response to Comment B18-7

Please see response to Comment B18-3.

Response to Comment B18-8

Please see response to Comment B18-3.

Response to Comment B18-9

Please see response to Comment B18-3.

Response to Comment B18-10

Please see response to Comment B18-3.

Response to Comment B18-11

Please see response to Comment B18-3.

Response to Comment B18-12

Please see response to Comment B18-3.

Response to Comment B18-13

Please see response to Comment B18-3.

Response to Comment B18-14

Please see response to Comment B18-3.

Response to Comment B18-15

Please see response to Comment B18-3.

Response to Comment B18-16

Please see response to Comment B18-3.

Response to Comment B18-17

Please see response to Comment B18-3.

Response to Comment B18-18

Please see response to Comment B18-3.

Response to Comment B18-19

Please see response to Comment B18-3.

Response to Comment B18-20

Please see response to Comment B18-3.

Response to Comment B18-21

Please see response to Comment B18-3.

Response to Comment B18-22

Please see response to Comment B18-3.

Response to Comment B18-23

Please see response to Comment B18-3.

Response to Comment B18-24

Please see response to Comment B18-3.

Response to Comment B18-25

Please see response to Comment B18-3.

Response to Comment B18-26

Please see response to Comment B18-3.

Response to Comment B18-27

Please see response to Comment B18-3.

Letter B19, MRM Capital

From: Joe Razore [Razore@broderickgroup.com]
Sent: Tuesday, June 03, 2014 9:34 AM
To: OMSF; council@bellevuewa.gov; kmarch@bellevuewa.gov
Subject: Bellevue Maintenance and Ops Facility - Comment

Dear Members of the Sound Transit Board and Bellevue City Council,

My name is Joe Razore and my family owns two business parks on approximately 11 acres in the Bel-Red Corridor. In 2008, we made the decision to start investing in the Bel-Red Corridor due to its proximity between two major employment centers (Downtown Bellevue and Overlake) and due to the city of Bellevue’s vision for the area to someday include 10,000 new jobs and 5,000 new housing units. Placing an Operations and Maintenance Facility in the heart of the corridor, along Northup Way, is not consistent with that vision, nor would it be consistent with current tenancy along Northup. We have over 40 small businesses that call our business parks home. The affordability of the office and retail space we provide along with the synergy of being located in an area that houses other similar businesses is valuable to them. The forced relocation of 101 tenants at Plaza 520 and Cascade Business Park would destroy both of those by reducing the supply of affordable office/retail space and therefore driving up rents.

B19-1

We understand that you have a tough decision to make but feel there are other alternatives that would impact the lives of fewer businesses yet still provide the same level of service you require.

Thanks you for your service

Best Regards,

Joe Razore

Joe Razore
MRM Capital
3927 Lake Washington Blvd NE, Kirkland, Wa 98033
Direct: 425.646.5243 | Cell: 206.854.6789 | razore@broderickgroup.com

Response to Letter B19, MRM Capital

Response to Comment B19-1

Opposition to the SR 520 Alternative due to the displacement of businesses has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which responds to your comments regarding the displacement of businesses from implementation of the SR 520 Alternative and describes Sound Transit's relocation assistance for affected properties. Please also refer to the responses to Common Comments 10 and 11, which address consistency of the proposed project with the Bel-Red Corridor.

Letter B20, Pine Forest Development

PINE FOREST
PROPERTIES INC

Letter B20

June 18, 2014

Honorable Dow Constantine
King County Executive
401 5th Avenue, Suite 800
Seattle, Wa 98104



Re: Sound Transit Operations and Maintenance Satellite Facility

Dear Dow,

We are writing to reiterate our position that Sound Transit should not site its OMSF in the middle of a prime TOD area adjacent to the East Link Light Rail Station at 120th Avenue NE in the Bel-Red Area. We support development of the Light Rail system but we must stress the objective of the system—to connect people, jobs, housing and transportation. Thus, it would be a major mistake impacting us for generations if Sound Transit was to put the OMSF in either the BNSF Alternative or the BNSF Modified Alternative sites identified in the Sound Transit DEIS.

B20-1

As you know, Bellevue spent years taking progressive actions to plan for TOD adjacent to the Light Rail Stations in the City. Sound Transit partnered with Bellevue to site the Stations in areas that could be intensely developed with mixed uses in TOD projects. Now, property owners and developers like our Pine Forest Properties and Wright Runstad, Securities Properties and others are investing very substantial private funds in TOD projects that are exactly what our regional and local plans encouraged. The Spring District is under construction near the 120th Avenue NE Light Rail Station. The Pine Forest TOD Master Development Plan Application has been submitted to the City. Our approximately 2 million square feet of TOD mixed uses would be developed right across the intersection from the East Link Light Rail Station at 120th Avenue NE.

B20-2

The former International Paper property, the primary site of the BNSF Alternative and the BNSF Modified Alternative, is just a short walk up 120th Avenue from the Light Rail Station and the Spring District and Pine Forest Properties sites. It is a prime candidate for another major walkable, transit oriented community. That ideal and almost certain future redevelopment for TOD should not be pre-empted by Sound Transit putting a train maintenance and storage facility on the site. Such action by Sound Transit would be very short sighted because the light rail is intended to promote and serve TOD. The light rail is not an end in itself. Even Sound Transit's long term future in this area is dependent on all the surrounding properties developing as TOD to increase the ridership and fare box revenue of the system.

B20-3

Experts tell us that TOD is very productive when located within the ¼ mile circle, and even within the ½ mile circle, of a high capacity transit node such as a light rail station. The International Paper site is within both the circles and the terrain is flat and therefore very walkable. While the Sound Transit DEIS Table S-1 inexplicably does not disclose the amount of TOD potential acres that would be pre-empted by the OMSF, other sections of the DEIS disclose that the BNSF Alternative would eliminate either 21 acres or 23 acres from future TOD use (depending on whether or not the 2 acres of Eastside Rail Corridor are included in Sound Transit calculations). The BNSF Modified Alternative appears to eliminate 16 acres from future TOD use (if one does not include the portions of the Alternative on the west side of the Eastside Rail Corridor). It is hard to believe that Sound Transit would eliminate all this TOD potential when it has alternatives to site the OMSF in places that do not have such great TOD potential.

B20-4

We applaud your leadership, along with other member of the Sound Transit Board, in adopting the strong Sound Transit TOD Policy in December of 2012. The Board clearly understands both the short term and long term objectives of building the light rail system and promoting TOD for its economic, fiscal and social benefits for the region and its people. Choosing any OMSF alternative that has prime TOD potential.

B20-5

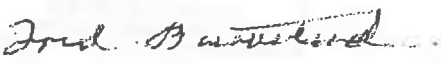
especially sites within easy walking distance of a light rail station, would be very inconsistent with the Board TOD Policy. It would also be very inconsistent with the Sound Transit TOD Strategic Plan Update that was just issued in April.

B20-5
cont'd

Dow, we urge you to lead the Sound Transit Board to avoid a mistake of putting the OMSF at either the BNSF Alternative or the BNSF Modified Alternative sites.

B20-6

Very Truly Yours,



Fred Burnstead,
Pine Forest Properties

Cc: Sound Transit

Responses to Letter B20, Pine Forest Development

Response to Comment B20-1

Opposition to the Preferred Alternative and BNSF Modified Alternative has been noted.

Response to Comment B20-2

Please see response to Common Comment 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B20-3

Chapter 2, *Alternatives Considered* (Section 2.4), of the Final EIS documents the efforts of the Urban Land Institute Advisory Services Panel, along with subsequent efforts of Sound Transit and the stakeholder group since the Draft EIS to identify methods to maximize TOD potential on and surrounding the Preferred Alternative site consistent with the *Bel-Red Subarea Plan*. Please see response to Common Comment 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment B20-4

Chapter 3, Section 3.3, *Land Use* (Table 3.3-1), of the Final EIS provides information on the amount of land that would be occupied by each OMSF site within a 0.25-mile radius of the 120th Avenue Station. The Preferred Alternative and BNSF Modified Alternative would remove approximately 4% of the land available for TOD redevelopment within a 0.25-mile radius from the 120th Avenue Station. Table 3.3-2, *Land Occupied by the OMSF within 0.5 Mile of a Light Rail Station*, shows that the Preferred Alternative and BNSF Modified Alternative would remove approximately 5 to 6% of total the land available for TOD redevelopment within a 0.50-mile radius from the 120th Avenue Station.

Response to Comment B20-5

Please see response to Common Comment 13 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS and response to Comment B3-1.

Response to Comment B20-6

Opposition to the Preferred Alternative and BNSF Modified Alternative has been noted.

Letter B21, Realty Executives

From: Ken Bell [kenbellrealestate@gmail.com] on behalf of Ken Bell [kenbell@realtyexecutives.com]
Content: Monday, May 19, 2014 2:28 PM
Location: OMSF
Cc: Crystal Herrmann
Subject: Eastside Operations and maintenance Facility
Attachments: 20140519142931610.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Attached is a letter of concern, regarding your choice to demolish the 520 Plaza and uproot our business

Sincerely,

Ken Bell
President
REALTY EXECUTIVES Brio
13010 NE 20th Street, Suite 200
Bellevue, WA 98005
425-646-8557





Brio

May 19, 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Ken Bell Designated Broker for Realty Executives Brio and we are a tenant at Plaza 520, a fully-leased business park in Bellevue that is home to more than 40 small businesses and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a business owner at this location, I strongly oppose selection of this site, as we would be forced to close our business, causing irreparable financial harm and immeasurable personal distress not just for us – but for all small businesses at Plaza 520 who would be forced to close and relocate.

B21-1

In addition, we believe **protecting Goff Creek, a fish-bearing stream that currently daylight through our property should be a priority.** Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use.

B21-2

We also believe **the heavy industrial use of the OMSF is not consistent with the City of Bellevue's comprehensive plan.** Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses.

B21-3

Finally, the SR 520 Alternative is also **within a stone's throw from one of Bellevue's oldest neighborhoods** – Bridle Trails – and we understand there is strong concern about the impacts of a heavy industrial use on this community of more than 5,000 homes.

B21-4

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

B21-5

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small business and the surrounding neighborhood.

B21-6

Thank you for considering our comments.

Sincerely,

Ken Bell
Designated Broker/Owner
Cc: Crystal Herrmann

Responses to Letter B21, Realty Executives

Response to Comment B21-1

Please see response to Comment B5-1.

Response to Comment B21-2

Please see response to Comment B2-2.

Response to Comment B21-3

Please see response to Comment B2-3.

Response to Comment B21-4

Please see response to Comment B2-4.

Response to Comment B21-5

Please see response to Comment B2-5.

Response to Comment B21-6

Please see response to Comment B2-6.

Letter B22, Rockwell Institute

From: Tracy Rockwell [tracyrock@rockwellinstitute.com]
Content: Monday, May 19, 2014 1:33 PM
Location: OMSF
Subject: Sound transit site

Follow Up Flag: Follow up
Flag Status: Flagged

May 19 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Tracy Rockwell with the Rockwell Institute and I am a tenant at Plaza 520, a fully-leased business park in Bellevue that is home to more than 40 small businesses and is under consideration by Sound Transit as “Alternative 4” in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a business owner at this location, I strongly oppose selection of this site, as we would be forced to close our business, causing irreparable financial harm and immeasurable personal distress not just for us – but for all small businesses at Plaza 520 who would be forced to close and relocate. | B22-1

In addition, we believe **protecting Goff Creek, a fish-bearing stream that currently daylight through our property, should be a priority.** Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use. | B22-2

We also believe **the heavy industrial use of the OMSF is not consistent with the City of Bellevue’s comprehensive plan.** Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses. | B22-3

Finally, the SR 520 Alternative is also **within a stone’s throw from one of Bellevue’s oldest neighborhoods – Bridle Trails –** and we understand there is strong concern about the impacts of a heavy industrial use on this community of more than 5,000 homes. | B22-4

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to “overbuild” the site and create a transit-oriented development that builds off the nearby Spring District development. | B22-5

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small business and the surrounding neighborhood. | B22-6

Thank you for considering our comments.

Sincerely,

Tracy Rockwell

Responses to Letter B22, Rockwell Institute

Response to Comment B22-1

Please see response to Comment B5-1.

Response to Comment B22-2

Please see response to Comment B2-2.

Response to Comment B22-3

Please see response to Comment B2-3.

Response to Comment B22-4

Please see response to Comment B2-4.

Response to Comment B22-5

Please see response to Comment B2-5.

Response to Comment B22-6

Please see response to Comment B2-6.

Letter B23, Visible, Inc.

From: Sal Elaameir [sal.elaameir@vidible.tv]
Content: Tuesday, June 10, 2014 2:49 PM
From: OMSF
Subject: RE: OMSF DEIS Comments

June 10, 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Sal and am a tenant at Plaza 520, a fully-leased business park in Bellevue that is home to more than 40 small businesses and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a business owner at this location, I strongly oppose selection of this site, as we would be forced to close our business, causing irreparable financial harm and immeasurable personal distress not just for us -but for all small businesses at Plaza 520 who would be forced to close and relocate.

B23-1

In addition, we believe protecting Goff Creek, a fish-bearing stream that currently daylight through our property, should be a priority. Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use.

B23-2

We also believe the heavy industrial use of the OMSF is not consistent with the City of Bellevue's comprehensive plan. Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses.

B23-3

Finally, the SR 520 Alternative is also within a stone's throw from one of Bellevue's oldest neighborhoods -Bridle Trails -and we understand there is strong concern about the impacts of a heavy industrial use on this community of more than 5,000 homes.

B23-4

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and here is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

B23-5

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small business and the surrounding neighborhood.

B23-6

Thank you for considering our comments.

Sincerely,

Sal Elaameir
VP of Finance & Admin
Vidivel Inc.c.
T. 425.998.9405
A. 13122 NE 20th St. Ste 200
Bellevue, WA 98005

Responses to Letter B23, Visible, Inc.

Response to Comment B23-1

Please see response to Comment B5-1.

Response to Comment B23-2

Please see response to Comment B2-2.

Response to Comment B23-3

Please see response to Comment B2-3.

Response to Comment B23-4

Please see response to Comment B2-4.

Response to Comment B23-5

Please see response to Comment B2-5.

Response to Comment B23-6

Please see response to Comment B2-6.

Letter B24, Wright Runstad & Co.

WRIGHT RUNSTAD & COMPANY

PRINCIPALS:
H. JON RUNSTAD
WALTER R. INGRAM
GREGORY K. JOHNSON

June 16, 2014

Kent Hale
Link Light Rail Operations Maintenance and Satellite Facility
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

SOUND TRANSIT LINK LIGHT RAIL OMSF DRAFT EIS COMMENTS

To Whom It May Concern:

Thank you for the opportunity to participate in the environmental review process. We are the developers of The Spring District, a neighbor of the BNSF site identified in three of the alternatives and, at the time of permitting, the largest transit-oriented development project in the state. The Spring District is a catalyst project under the City of Bellevue's land-use code which is designed to accelerate transit-oriented development in the corridor in order to capitalize on the region's investment in East Link Light Rail.

We appreciate the complexity of siting the OMSF to meet the operational needs of the ST2 while attempting to avoid adverse impacts to the very areas it is meant to serve. However, we are concerned that the alternatives analyzed in the Draft EIS actually run counter to the goal of maximizing Sound Transit's ridership by creating high-quality urban neighborhoods in close proximity to the transit stations. Furthermore, we believe the DEIS inadequately analyzes the environmental impacts associated with the studied alternatives and key factors were missed when considering the impacts of the OMSF at the alternative sites.

It is in an effort to ensure that the analysis is complete and fully analyzes the impacts of the facility that we submit the following comments for the Draft EIS for public record:

Point 1: For the BNSF site alternatives, the Draft EIS does not adequately analyze the impact of removing 25+ acres of developable land, zoned for high density TOD, from the walkshed of the 120th Station. This is in direct conflict with Sound Transit's adopted TOD policy as well as undermining the investment that the region is making in a fixed rail mass transit system which relies on dense development around the stations.

Point 2: The Draft EIS does not analyze the impacts of displacing future foreseeable redevelopment that could be expected at each Alternative site. While the document considers the future land use of a portion of the Lynnwood Alternative as a transportation facility for the Edmonds School District, it does not take into account possible future land use on the BNSF and BNSF Modified Alternatives sites. These sites have been zoned for high density multi-family residential and office/commercial uses and sit within the walkshed of the 120th Station. The presence of the nearby station virtually ensures that these sites will develop quickly and in a manner that maximizes their zoned potential.

B24-1

B24-2

Point 3: The Draft EIS does not adequately analyze the economic impacts to the City and Sound Transit by removing the alternatives' property from development. These economic impacts include the loss of development fees, traffic impact fees, and sales, revenue and property taxes. For example, if the BNSF Alternative site is built to three-quarters of its zoned and development potential, the site would contribute approximately \$19M in transportation impact fees and \$32.7M in development fees to the City.

B24-3

Specific examples and further clarification of Points 1-3 follow.

1. The OMSF is an industrial land use that is incompatible with the development required under current Bel-Red zoning.

The DEIS does not adequately analyze the impacts of the BNSF alternatives on the existing comprehensive planning and expected land uses. The OMSF is incompatible with the type of development reasonably expected under the existing zoning, such as The Spring District. After exhaustive study and community engagement, Bel-Red was re-zoned for high density, mixed-use, transit-oriented development as part of the Bel-Red Subarea Plan and Planned Action EIS (2008). As a result, the BNSF and BNSF Modified Alternatives sites are now zoned for multi-family and mixed office/residential uses. Siting a new industrial use at the BNSF site also carries a substantial risk of inducing similar uses in the surrounding area, preventing the planned conversion of the area from its historical light industrial character to the mixed-use, transit-oriented development that the City has planned. The new industrial use in the center of what will otherwise become a vibrant transit oriented community would, at best, reduce its potential value to the region and at worst induce urban blight.

B24-4

Per the Bel-Red Subarea Plan: "A major theme of the Bel-Red Subarea Plan is the "nodal" development pattern, which concentrates future development in the vicinity of future light rail stations. Nodes are envisioned to be areas of sufficient development intensity, amenities, recreation opportunities, and mix of uses that support a high level of pedestrian activity. The decision to focus new employment-generating and higher density residential uses in the nodes is intended to link development areas to locations where planned transportation facilities will support development, and to protect residential neighborhoods located to the north, south and east of the corridor from cut-through traffic."

The Spring District is a 2.3 billion dollar Catalyst Project under the Bel-Red code, and a model for the type of mixed-use, dense, TOD expected in the area as the city of Bellevue's population grows. An industrial use at the BNSF site is inconsistent with the type of uses that should be sited within the development "nodes." The success of The Spring District depends at least in part on the development of similar mixed-use projects in the vicinity.

2. The DEIS does not analyze the impacts of displacing foreseeable development actions.

While the Draft EIS mentions possible future developments on the alternative sites and adjacent sites, the document does not fully analyze them. It focuses on present uses (i.e., light industrial land use in Bellevue) and not the potential and foreseeable development, which includes the development of high density, mixed-use transit-oriented development like The Spring District, allowed under the Bel-Red re-zoning.

While Table 3-1 lists some foreseeable future actions, there is no analysis of the future conditions when these are built projects. Specifically, The Spring District has an approved Master Development Plan for over 5.3 million square feet of commercial, office, and residential space. Additionally, within The Spring District infrastructure for the first 1.5 million square feet has been constructed; two office buildings of 500,000 square feet are in review for building permit; and over 300 apartments are in the Administrative Design Review phase of approval. These improvements should be considered rather than the existing industrial land uses.

B24-5

Furthermore, there is not a consistent methodology between DEIS sections for measuring foreseeable future conditions compared to the No Build Alternatives. For example, the transportation elements refers to 2035 design year conditions, while other sections such as Noise and Visual and Aesthetics use a 2012 condition. This usage of the 2012 condition fails to address already-permitted Spring District development and foreseeable future development on and around the alternative sites.

3. Comparison to Existing “No Build” conditions should be extended to foreseeable development.

The City of Bellevue went through a substantial effort to re-zone the Bel-Red area and transform from a light industrial area to a mixed-use Office/Residential area.

In order to fully evaluate the impacts of the OMSF, the No Build Alternative should consider future development, for which the jurisdictions have undergone significant re-zoning and planning. In Bellevue, the re-zone of the BNSF site is for mixed-use office/residential, which was part of the City of Bellevue 2008 Bel-Red Subarea Plan and Planned Action EIS. The OMSF No Build condition should also reflect build-out of the adjacent Spring District development.

B24-6

4. Visual Impacts analysis does not consider foreseeable development.

While the Draft EIS acknowledges The Spring District development as an adjacent property, the document does not adequately analyze the visual impacts of the OMSF on adjacent properties with foreseeable development actions in the surrounding area. At the very least, The Spring District development should be acknowledged on Figure 3.6-2 and reflected in the analysis on Table 3.6-1.

Visual impacts on The Spring District and the surrounding area are significant when analyzed with the future mixed-use office/residential development nearby. For example, The Spring District Master Plan has an 11-floor hotel sited on the corner of 120th Avenue NE and NE Spring Boulevard (formerly NE 15th Street) next to the 120th Station. The OMSF or Storage Tracks located on the BNSF site would have significant visual impacts to the hotel, which will overlook the BNSF property. Yet the DEIS analyzes visual impacts based on conditions existing in 2012, which are vastly different from the conditions we can reasonably expect in the near future.

B24-7

5. Noise impacts analysis does not consider foreseeable development actions.

The DEIS, Chapter 3.8, does not adequately analyze the noise impacts of the OMSF on foreseeable development actions in The Spring District and surrounding area. While it acknowledges The Spring District property as an adjacent property, it does not include the district's foreseeable development in the analysis. For example, The Spring District Master Plan has an 11-floor hotel sited on the corner of 120th Avenue NE and NE Spring Boulevard (formerly NE 15th Street). The OMSF or Storage Tracks located on the BNSF site would have significant noise impacts to the hotel in the night and early morning hours.

B24-8

As with visual impacts, using 2012 conditions as the background significantly understates the sensitivity of neighboring uses. The DEIS should assume the neighborhood will develop as mixed-use, TOD according to the Bel-Red zoning.

6. The DEIS does not analyze the alternatives with the future condition of 120th as a five-lane multimodal arterial.

The Spring District borders 120th Avenue NE and Spring District traffic is dependent on the function of the roadway. While the widening of 120th Avenue NE is mentioned in the document, Table 3.1-3 does not take into account the City of Bellevue's 120th Avenue NE widening project by design year 2035, The 120th Avenue NE widening project (Stages 2 and 3) – NE 8th Street to Northup Way. The project is part of the City of Bellevue's 12-year Transportation Facilities Plan and 6-year Capital Improvement Plan, which are both financially constrained lists.

B24-9

7. The DEIS does not analyze the loss of transportation impact fees and other development fees associated with potential development actions based on re-zoning efforts.

While Bellevue and Lynnwood city codes provide exemptions for essential public facilities from Transportation Impact Fees, the loss of transportation impact fees and incentive zoning fees from potential uses of the re-zoned sites should be quantified and included in the analysis. For example, if the BNSF Alternative site is built to three-quarters of its zoned development potential, the site could contribute approximately \$19M in transportation impacts and \$32.7M in incentive development fees. These fees would go to roadway improvements within downtown and Bel-Red on the City's CIP and TFP lists. The CIP and TFP projects are critical to reducing existing congestion in Downtown Bellevue and accommodating growth in all areas of Bellevue while providing local and regional connections. Without these transportation impact and incentive development fees, growth in Bellevue will be significantly impacted.

B24-10

8. The DEIS does not adequately analyze the loss of multi-family designated property within the walkshed of the 120th Station.

Figure 3.3-2 shows the zoning of the BNSF and BNSF Modified Alternative sites within Bel-Red. The site is zoned for multi-family and office/residential development. The zoning was put in place to maximize the efficacy of the Sound Transit alignment and station location (120th Station). Taking away multi-family residential property within a half-mile of a station will negatively impact Sound Transit's ridership; the redevelopment of the Bel-Red Corridor; and the City of Bellevue's vision to create urban transit nodal neighborhoods with accessible transit for employment and workforce housing.

B24-11

9. The DEIS does not adequately analyze the property tax impacts from foreseeable development.

Table 3.4-6 shows the initial property tax impacts for 2012 based on current land uses and not the foreseeable development actions of the re-zoned sites. Components that were not taken into account but should be analyzed include:

B24-12

- Sales, revenue, B&O, and property taxes from new land use zoning
- Development fees for redevelopment allowed under land use codes
- The loss of transportation impact fees as essential public facilities are exempt

10. Proximity to LRT Station and Consistency with Sound Transit's Own Mission.

While it is obviously important that the OMSF be near the light rail line, it does not follow that the OMSF must be near a station. The Bellevue and Lynnwood alternative sites studied in the DEIS are located within 0.5-mile of future light rail stations. In anticipation of the Lynnwood Link Extension and East Link project, both cities have adopted land use regulations and undertaken subarea planning efforts to facilitate higher-density, TOD adjacent to the future light rail stations. Positioning an OMSF in these areas of higher density nodes of TOD undermines the fundamental rationale for light rail development. The sites with the greatest capacity for high-density, transit-oriented development should be eliminated from consideration.

B24-13

Again, thank you for the opportunity to comment. While we have concerns about the alternatives under review and the adequacy of the DEIS to study their impacts, we very much support Sound Transit's efforts to create an efficient regional light rail network. We look forward to working with Sound Transit to find a solution that will best serve the region's goals of creating and connecting vibrant neighborhoods of transit-oriented development. Should you have any questions, please don't hesitate to contact us.

Sincerely,



Gregory K. Johnson
President

GKJ/jkh

Responses to Letter B24, Wright Runstad & Co.

Response to Comment B24-1

Please see response to Comment B3-1.

Response to Comment B24-2

Please see response to Comment B3-2.

Response to Comment B24-3

Please see response to Comment B3-3.

Response to Comment B24-4

Please see response to Comment B3-4.

Response to Comment B24-5

Please see response to Comment B3-5.

Response to Comment B24-6

Please see response to Comment B3-6.

Response to Comment B24-7

Please see response to Comment B3-7.

Response to Comment B24-8

Please see response to Comment B3-8.

Response to Comment B24-9

Please see response to Comment B3-9.

Response to Comment B24-10

Please see response to Comment B3-10.

Response to Comment B24-11

Please see response to Comment B3-11.

Response to Comment B24-12

Please see response to Comment B3-12.

Response to Comment B24-13

Please see response to Comment B3-13.

Organizations

Letter O1, Bellevue Downtown Association



June 23, 2014

The Honorable Dow Constantine, Chair
Sound Transit Board of Directors
401 S. Jackson Street
Seattle, WA 98104

RE: BDA Comments on Sound Transit’s Operations and Maintenance Facility Draft EIS

Dear Chair Constantine and Board Members:

Thank you for the opportunity to comment on the Sound Transit’s Draft Environmental Impact Statement (EIS) for the proposed light rail Operations and Maintenance Satellite Facility (OMSF). On behalf of the Bellevue Downtown Association (BDA) Board of Directors, we would like to share our position and offer feedback on the proposed project.

After great progress on the Memorandum of Understanding (MOU) and work toward other milestones in the East Link Project, we’re troubled by Sound Transit’s OMSF plans and their disregard for local and regional policies. The BDA joins the Bellevue City Council in strong opposition to the locations studied in Bellevue’s Bel-Red Corridor.

O1-1

While we’ve supported the East Link Project and the MOU with Bellevue, and the vigorous work to improve the project for the city and region, we stand against the OMSF alternatives in Bellevue based on these facts.

- The proposed BNSF alternatives violate Bellevue’s updated Bel-Red Subarea Plan and run counter to Sound Transit’s goals for guiding transit-oriented growth near light rail stations. Spoiling the development potential of this Bel-Red transit node would be a major setback to a decade’s worth of planning and investment for the city’s future.

O1-2

- The SR-520 location would dismantle more than 100 local businesses and service providers. These organizations bring significant value to the Bel-Red area, downtown and surrounding neighborhoods. Relocation would result in a major net loss for the areas served. It may also represent Sound Transit’s single largest business displacement to date.

O1-3

- Sound Transit did not disclose the OMSF site alternatives and plans for a protective acquisition while negotiations for the current MOU were ongoing. Plans should have been discussed as part of the good faith negotiation. The Bellevue locations also reflect a shift in the timeline and range of possible locations for the OMSF need discussed in Sound Transit 2.

O1-4

- The full range of future tax revenue losses and economic impacts tied to the Bellevue alternatives was not included in the OMSF Draft EIS. The City of Bellevue will be updating these values in its communication with the Sound Transit Board.

O1-5

- Sound Transit has not adequately studied the land use concepts suggested by the Urban Land Institute expert panel. Any future decision making and analysis on the OMSF alternatives must include detailed evaluation of the concepts.
- If future negotiations or an eminent domain action lead to a Bellevue location, Sound Transit must deliver extraordinary mitigation and full compensation to the city and affected businesses to offset the long-term losses and other damages caused by the OMSF.

O1-6

O1-7

The BDA is one of many supporters of the East Link project who oppose the OMSF locations in Bellevue. Based on the Draft EIS and the review process to date, the benefits of locating an OMSF in the proposed Bellevue sites do not justify the harm to existing land use policies, future housing and job opportunities, and lost revenue in the city and state tax bases.

With so much on the line for current and future regional plans, we ask the Sound Transit Board to abandon the Bellevue alternatives and update the OMSF planning effort with improved alternatives and close collaboration with the impacted city or cities.

Sincerely,



Ross Jacobson
BDA Chair



Patrick Bannon
BDA President

O-5

Responses to Letter O1, Bellevue Downtown Association

Response to Comment O1-1

Opposition to the build alternatives in the Bel-Red Corridor has been noted.

Response to Comment O1-2

Please see response to Comment L1-1 and the responses to Common Comments 11 and 13 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment O1-3

Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment O1-4

Chapter 2, *Alternatives Considered* (Sections 2.2 and 2.3), of the Final EIS describes the background and analyses for the OMSF that led to the alternatives studied in the EIS, including discussion of the location, size and capacity needs, and the timing for development of the OMSF. Chapter 3.2, *Acquisitions, Displacements, and Relocations* (Section 3.2.3), of the Final EIS states that the International Paper Facility was purchased as a protective acquisition.

Response to Comment O1-5

Please see the response to Common Comment 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment O1-6

Please see the response to Common Comment 14 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS and response to Comment L1-1.

Response to Comment O1-7

Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Compensation for acquired properties and business relocation assistance would be the same for any build alternative.

Letter O2, Bellmeade Association

Bellmeade Association

11635 NE 30th Place, Bellevue, WA 98005 • Phone: (425) 822-6833 • FAX: (425) 746-1132

May 31, 2014

Sound Transit
Union Station
401 South Jackson Street
Seattle, WA 98104-2826

RE: Regional Link Light Rail System Operations & Maintenance Satellite Facility

Dear Sirs:

The homeowners of the Bellmeade Association have reviewed proposed locations for the Operations & Maintenance Satellite Facility (OMSF) and feel very strongly that any Bellevue City location is not consistent with the City of Bellevue's Comprehensive Plan. As part of the Bridle Trails neighborhood, the expansion of the freeways and Link Rail system will already have a detrimental impact on the quite enjoyment of our homes.

O2-1

Rating the proposed sites, even though none are really acceptable, The Lynnwood site with storage tracks in Bellevue would be the least invasive.

O2-2

The worst site would be the SR-520 location. Northup or 20th Avenue is a major traffic for east Bellevue and the construction period would exacerbate an already stressed commute. The current impact statement does not take into account the impact on the over 100 business or the reduced tax revenues for the state, county and city, not just property taxes. These businesses employ local residents and serve the community allowing homeowners to travel short distances to obtain services. Displacing these businesses will have a direct effect on employment that has a snowball effect on the area, and could have additional negative effect on the remaining businesses. In addition, the current creeks are salmon bearing streams and would be affected negatively.

O2-3

Very truly yours,



Lynn Hurdelbrink
President

lfh:fc

cc: Bellevue City Council
Bridle Trails Community Club

Responses to Letter O2, Bellmeade Association

Response to Comment O2-1

Please see the responses to Common Comments 10 and 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment O2-2

General support for the Lynnwood Alternative over the other build alternatives has been noted.

Response to Comment O2-3

Opposition to the SR 520 Alternative has been noted. Please see the responses to Common Comments 7, 8, 16, and 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter O3, Cedar Valley Grange

To the decision makers of the Sound Transit Authority:

Let it be known that Cedar Valley Grange #306 opposes the location of Sound Transit Operations and Maintenance Facility in the city of Lynnwood,

Whereas, Cedar Valley Grange is a major hub and vibrant community member for well over a hundred years, helping to establish such things as the Alderwood Water District, Lynnwood Fire Department, Lynnwood Aid/Medical response, Sonhomish County PUD, and champion of the Inter-urban trolley system,

Whereas, Cedar Valley Grange actively works for non-partisan politics, and ultimately a legislative forum for the community to voice their opinion and better our communities,

Whereas, Cedar Valley Grange supports Sound Transit and its light rail project,

Let it be known that Cedar Valley cannot support the proposal of locating the Sound Transit Operations and Maintenance Facility for light rail and mass transit due to looking at the plan and seeing such a hub located at the other proposed locations make more logistical and fiscal sense for the communities served by the Sound Transit Authority,

03-1

Whereas, such a facility located across from Cedar Valley Grange #306 does not improve the neighborhood, nor does it fit with the proposed headquarters of Edmonds School District #15, nor does the economic benefits for the city of Lynnwood and the community of Cedar Valley outweigh the noise and nuisances,

03-2

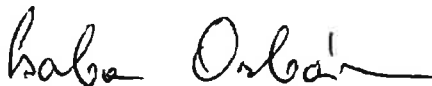
Whereas, such a facility in other proposed locations such as Bellevue, makes more fiscal sense as existing rail lines serve the proposed location; such a location is closer to the major linking hub of Seattle, where shunting of cars could be done quickly and efficiently for the proposed rail systems.

03-3

Be it resolved, Cedar Valley Grange #306 cannot support the proposal of a Sound Transit Operations and Maintenance Facility in Lynnwood. Thank you for hearing our many voices.

Fraternally yours,

Csaba Orban
Master
Cedar Valley Grange #306



Responses to Letter O3, Cedar Valley Grange

Response to Comment O3-1

Opposition to the Lynnwood Alternative has been noted.

Response to Comment O3-2

Please see the responses to Common Comments 9 and 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment O3-3

Support of the build alternatives in Bellevue over the Lynnwood Alternative has been noted.

Letter O4, Eastside Rail Corridor Regional Advisory Council

Eastside Rail Corridor Regional Advisory Council

Letter O4

King County Courthouse
516 Third Avenue, Room 1200
Seattle, WA 98104

MEMBERS:

Dow Constantine
King County Executive

Jane Hague
King County Councilmember

Larry Phillips
King County Council Chair

Kathy Lambert
King County Councilmember

Amy Walen
Kirkland Mayor

John Marchione
Redmond Mayor

David Namura
Puget Sound Energy
Public Policy & Local
Government Affairs Manager

Joni Earl
Sound Transit Chief
Executive Officer

June 20, 2014

Kent Hale
Link Light Rail Operations Maintenance and Satellite Facility
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

Dear Mr. Hale,

Thank you for the opportunity to comment on the Draft Environmental Impact Statement for Sound Transit's Link Light Rail Operations and Maintenance Satellite Facility (OMSF). We recognize the importance of this essential public facility in moving forward with voter-approved plans to expand the regional light rail system.

As members of the Eastside Rail Corridor (ERC) Regional Advisory Council (RAC) and the holders of ownership interests along the ERC, we have developed and serve as stewards of the vision for the corridor as a multi-use "corridor for the ages" that will provide economic, mobility, and recreational benefits to the Central Puget Sound region for generations to come. Last October, the RAC members jointly published a report entitled, *Creating Connections* that outlines our shared vision and detailed work program for the ERC. We appreciate the participation of Sound Transit CEO Joni Earl and staff in that process and look forward to continuing to partner with Sound Transit on achieving our vision.

As you know, three of the four OMSF alternatives under consideration involve use of portions of the ERC encompassed by Sound Transit's ownership interests. Our understanding is that the BNSF and BNSF modified alternatives would use 45 feet of the 100 foot ERC right of way for the OMSF, and the Lynnwood alternative would use 80 feet of the ERC right of way for storage tracks. These alternatives would leave 55 feet and 20 feet respectively for other uses in the corridor. Additionally, it appears that the BNSF modified alternative would involve three grade-separated crossings of the ERC incorporating bridges over the corridor.

O4-1

The RAC embraces the principle that we will respect the respective ownership rights of the five owners (the RAC members) and envisions the ERC as a multi-use corridor including trail, transit, and energy uses. As stated in RAC report recommendation 4C, the RAC would ask that

O4-2

Sound Transit work with us to develop plans that ensure public access and multiple uses, consistent with the owners' vision for the ERC, in the event that any of the three alternatives involving the ERC are chosen. RAC recommendation 7B further states, "The RAC recommends that owners maximize available space in the corridor by supporting development approaches that conserve and facilitate shared use of space." We are particularly concerned that the respective alternatives use of ERC right of way, as well as adding crossings over the ERC, preserve enough space to accommodate additional uses in the corridor, including the potential for north-south transit expansion. The ERC is a valuable resource, serving as the last untapped north-south connection between rapidly growing residential and employment centers in our region.

O4-2
cont'd

Finally, as the ERC is subject to the federal Rails-to-Trails Act, and per RAC recommendation 4D, we would also like to work with Sound Transit to ensure the corridor is developed consistent with federal railbanking requirements.

O4-3

Thank you for your consideration of these issues.

Sincerely,



Jane Hague
Co-Chair, Regional Advisory Council



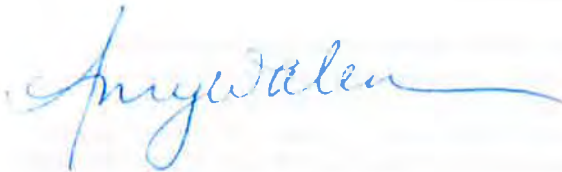
Christie True
Co-Chair, Regional Advisory Council



Larry Phillips
King County Council Chair



Kathy Lambert
King County Councilmember



Amy Walen
Kirkland Mayor



David Namura
Puget Sound Energy,
Public Policy & Local Government
Affairs Manager

Responses to Letter O4, Eastside Rail Corridor Regional Advisory Council

Response to Comment O4-1

As described in Chapter 2, *Alternatives Considered* (Section 2.6.2), of the Final EIS, the design of all build alternatives acknowledges the railbanked status of the Eastside Rail Corridor by allowing sufficient width and vertical clearance to accommodate a future trail and future freight or passenger rail use of the corridor.

For the BNSF Modified Alternative, the two at-grade crossings at the Eastside Rail Corridor (central to the site) would serve only the OMSF's internal traffic, including service and security guard vehicles. The low frequencies and speeds at these crossings would not cause delays or hazards for trail users. The two vehicle/rail crossings at the north and east ends of the alternative site would be on bridge structures and would not affect trail users.

Please also see the response to Common Comment 28 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, and responses to Comments L2-96 and L2-97.

Response to Comment O4-2

See response to Comment O4-1. Use of the Eastside Rail Corridor for the Preferred Alternative and the BNSF Modified Alternative is related to the lead track providing LRV access in and out of the OMSF. The lead track has been designed to accommodate a future north-south light rail extension in the corridor, using the same tracks. As described in Chapter 2, *Alternatives Considered*, of the Final EIS, the Preferred Alternative would also include developing a temporary, interim-condition crushed gravel trail in the Eastside Rail Corridor near the OMSF. The specific location, design, and details regarding installation of this trail would be coordinated with the King County Department of Natural Resources and Parks, which is leading the Eastside Rail Corridor Regional Trail Master Planning process.

Response to Comment O4-3

Please see response to Comment O4-1 and response to Common Comment 28 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter O5, NAIOP Commercial Real Estate Development Association

NAIOP

COMMERCIAL REAL ESTATE
DEVELOPMENT ASSOCIATION

WASHINGTON STATE CHAPTER

Letter O5

June 23, 2014

Sound Transit Board
Sound Transit Capital Committee
c/o Board Administrator
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Dear Sound Transit Board and Capital Committee Members,

Thank you for the opportunity to comment on the DEIS for Sound Transit's Eastside Operations and Maintenance Satellite Facility (OMSF). We echo the position advanced by City of Bellevue and others that the Bellevue alternatives do not advance the best long-term land use, housing and density goals for the city.

We applaud Sound Transit's recent ridership growth and support the development of transit around the region. As our region continues to consistently and often rapidly grow, the way we use land within the Urban Growth Boundary is increasingly important.

The City of Bellevue's bold Bel-Red Corridor rezone is an example of the good work we need to do as a region if we are to wisely accommodate this growth. Adding density in areas like Bel-Red are the only way to maintain our region's high quality of life, which fuels our economy and preserves our natural landscapes.

Both proposed Bellevue OMSF heavy rail locations are within roughly a ¼ mile of the future 120th St. and 130th St. Light Rail Stations and are opportune long-term transit-oriented development sites. Losing either site to a 25-acre industrial rail maintenance yard would be a significant lost opportunity. In addition, choosing Alternative 4, the SR 520 site, would mean the displacement of more than 100 small businesses and non-profits.

To site a 25-acre industrial rail yard facility in either highly desirable future location also means a missed opportunity for future clustered residential and commercial uses and a pedestrian streetscape.

O5-1

NAIOP

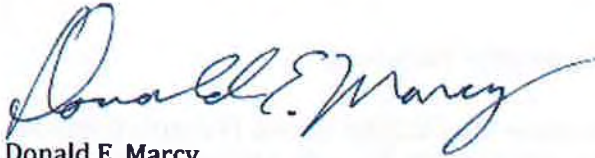
COMMERCIAL REAL ESTATE
DEVELOPMENT ASSOCIATION

WASHINGTON STATE CHAPTER

We urge you to continue to work in good faith with the City of Bellevue and other stakeholders to consider alternative sites for the OMSF facility that will not preclude the future density and transit-oriented development uses our region so greatly needs, especially within the Bel-Red Corridor.

Thank you again for considering our concerns.

Sincerely,



Donald E. Marcy
NAIOP Government Affairs Committee Chair

Responses to Letter O5, NAIOP Commercial Real Estate Development Association

Response to Comment O5-1

Opposition to the three build alternatives in Bellevue has been noted. None of the build alternative sites is within 0.25 mile of the future East Link 130th Avenue Station. Please see response to Comment L2-51 and responses to Common Comments 10, 11, 12, and 17 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS, which respond to the comments regarding the Bel-Red Corridor.

The Final EIS acknowledges the displacement of more than 100 businesses under the SR 520 Alternative. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS.

Letter O6, Quality Growth Alliance

From: Michelle Connor [mconnor@forterra.org]
Sent: Thursday, June 12, 2014 12:36 PM
To: *Email All Boardmembers
Cc: Kelly.Mann@ULI.org; hilary@futurewise.org; jpmccarthy@stoel.com; jhempelmann@cairncross.com; rolfe@uw.edu; Valerie Gray; tonys@mckinstry.com; BBakkenta@psrc.org; MDillon@Cairncross.com; suzanne5@uw.edu; cwolfe@crwolfelaw.com; APHurd@touchstonecorp.com; april@futurewise.org; pat@urbanrengroup.com; billkreager@gmail.com; ddavis@mbaks.com; rmiller@mbaks.com; gjohnson@wrighttrunstad.com; knicholson@legacypartners.com; gamster@kantortaylor.com; jared.jonson@uli.org; Robert Aigner; Don Marcy; Natalie Quick; Michelle Connor; Skip Swenson
Subject: Sound Transit OMSF Siting Decision
Attachments: QGA Letter to Sound Transit re TOD - Final - 12-6-12.docx

Dear Sound Transit Board Members,

Thank you for the opportunity to comment on the Draft Environmental Impact Statement for the Link Light Rail Operations and Maintenance Satellite Facility (OMSF). In our letter to Sound Transit dated December 6, 2012, we commended the Sound Transit Board for its good work in developing a strong TOD Policy which the Board adopted later that month. The Sound Transit Board TOD Policy and the recently published Sound Transit TOD Strategic Plan Update recognize that light rail is not an end in itself but is a critical means for connecting housing, jobs and high capacity transportation. That objective is achieved by promoting, facilitating and supporting transit oriented projects. TOD provides great fiscal, economic and social benefits for our cities and for the people who live and work in the Region.

In deciding where to construct the OMSF, Sound Transit should take careful consideration of the obstacles to development in the surrounding areas, and seek to ensure that siting is supportive of adopted TOD Policy, the TOD Strategic Plan Update, regional and city plans and common sense.

O6-1

The QGA participated in the Growing Transit Communities Program (GTC) and is a signatory to the GTC Compact. The QGA supports development of walkable TOD that is accessible to people of all income levels.

Abstentions: As a member of QGA, ULI national provided an Advisory Services Panel to Sound Transit, and therefore ULI is abstaining from further comment on this topic. Please note also that the UW and PSRC also abstain for institutional/functional reasons for each organization.

The QGA supports Link Light Rail. We urge Sound Transit to plan for the long-term.

Very Truly Yours,

Michelle Connor, Chair
Quality Growth Alliance

John Hempelmann, Immediate Past Chair
Quality Growth Alliance

Pat Callahan, Past Chair
Quality Growth Alliance

Michelle Connor

Forterra | Executive VP, Strategic Enterprises

901 Fifth Avenue, Suite 2200

Seattle, Washington 98164

C 206 484-1579 | W www.forterra.org

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December 6, 2012

Sound Transit Board
c/o Board Administrator
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Letter 06
cont'd

Dear Sound Transit Board of Directors:


The Quality Growth Alliance is an alliance of diverse regional organizations, including eight environmental, real estate, and civic-related organizations. Members are committed to managing urban growth and leveraging it as an opportunity to address critical concerns such as density, access to transit, creation of community benefits such as mixed-income housing, and environmental sustainability.

Sound Transit has made great progress in improving its transit-oriented development (TOD) policies — we commend you for that. The Alliance has a few recommendations for three ways to improve your draft policies to better leverage the multibillion dollar regional investment and to learn from other transit agencies across the country.

1. **Explain why this new TOD policy is important.** Put Sound Transit's transit construction and operation in context as one critical element to achieve the region's vision for job-rich and housing-rich complete communities, as expressed through the Puget Sound Regional Council's VISION 2040 and the Growing Transit Communities Partnership.
2. **Incorporate potential or likely joint uses in the EIS scope for each site.** Possible combinations of office, multifamily, and retail development, public amenities, parking for transit patrons, residents and employees that are consistent with zoning can easily be incorporated into the environmental evaluation now. By doing so, future joint use and TOD opportunities can be preserved and enhanced.
3. **Include next steps for how the TOD policy will affect the agency's workplan.** Identify a timetable of "next steps" to develop procedures and guidelines to implement the TOD program in Section 3-D. As part of the development of procedures and guidelines to implement the TOD program, identify when and how a checklist will be created for how Sound Transit will prioritize TOD in different station-areas across the region. We hope that this policy will increase coordination between Sound Transit and PSRC in station-area development, including (1) the assessment of station-area development potential and (2) maintenance of an online one-stop-shop clearinghouse of development regulations, local land use process, public infrastructure, and current construction for each future station-area.

O6-2

Thank you for your consideration.



John Hempelmann, Carincross & Hempelmann
Chair, Quality Growth Alliance



Pat Callahan, Urban Renaissance Group
Chair, Quality Growth Alliance Policy Committee

About the Quality Growth Alliance

The Quality Growth Alliance is committed to building upon shared principles and fostering creative approaches not only to manage urban growth, but also to leverage it as a regional opportunity. Alliance members are the Urban Land Institute Northwest District Council, Puget Sound Regional Council, University of Washington College of Built Environments, Enterprise Community Partners, Forterra, Master Builders Association of King and Snohomish Counties, Futurewise, and NAIOP. More information is available at www.qualitygrowthalliance.org.

Responses to Letter O6, Quality Growth Alliance

Response to Comment O6-1

Please see the responses to Common Comments 13, 14, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment O6-2

Submittal of the December 6, 2012, letter from Quality Growth Alliance addressing Sound Transit's TOD policy is acknowledged. This letter does not comment on the proposed OMSF project or Draft EIS.

Letter O7, Save Scriber Creek Park & Wetland

From: Maryellen Walsh [tambosassy@gmail.com]
Sent: Monday, June 23, 2014 6:22 PM
To: OMSF
Subject: No to OMSF in Lynnwood
Attachments: 1800 Petitions.pdf

It is clear from reading the DEIS that the Lynnwood site should not even be under consideration for several reasons: | O7-1

- 1. Lynnwood's high quality, category II Wetlands must be preserved and protected; | O7-2
- 2. The Interurban Trail and Scriber Creek Park are designed for people to escape the pressures of the City and their experiences would be severely compromised by the presence of the OMSF; | O7-3
- 3. Wildlife habitats would be destroyed; | O7-4
- 4. The DSHS building would be bulldozed and people who live in the area and rely on DSHS would be adversely impacted; and | O7-5
- 5. An established neighborhood with hundreds of single family homes is directly across the street from the proposed OMSF. | O7-6

Last summer, our group, Save Scriber Creek Park and Wetlands Group, gathered over 1800 signatures in opposition to routes C1 and C2 for the Lynnwood Link. Elaine Somers, EPA, visited these sites and was extremely impressed with their high quality. | O7-7

C2 is directly in the path of the OMSF. The Lynnwood City Council asked Sound Transit to take C2 off the table last year. Sound Transit agreed. We don't understand why this site is even being evaluated for the OMSF

Maryellen Walsh
on behalf of the Save Scriber Creek Park and Wetlands Group

Responses to Letter O7, Save Scriber Creek Park & Wetlands

Response to Comment O7-1

Opposition to the Lynnwood Alternative has been noted.

Response to Comment O7-2

The Scriber Creek wetland category presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.3.4), of the Final EIS is Category II. Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment O7-3

Chapter 3, Section 3.18, *Parklands and Opens Space*, of the Final EIS addresses impacts on Scriber Creek Park and the Interurban Trail.

Response to Comment O7-4

Impacts on wildlife habitat resulting from Lynnwood Alternative are presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), of the Final EIS.

Response to Comment O7-5

Please see the response to Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment O7-6

Please see the response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment O7-7

Please see the response to Common Comment 2, in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter O8, Snohomish County Public Utilities District No. 1



Providing quality water, power and service at a competitive price that our customers value

June 20, 2014

Perry Weinberg
Director, Office of Environmental Affairs and Sustainability
Sound Transit
Union Station
401 South Jackson Street
Seattle, Washington 98104

Re: Comment Letter Regarding the Draft Environmental Impact Statement for the Sound Transit Link Light Rail Operations and Maintenance Satellite Facility

Dear Mr. Weinberg:

Public Utility District No. 1 of Snohomish County (Snohomish PUD) has reviewed the Link Light Rail Operations and Maintenance Satellite Facility Draft Environmental Impact Statement and is providing several comments below pertaining to the project proposal involving the Lynnwood site location.

Snohomish PUD Real Property Impacts - Lynnwood Site Location:

PUD fee-owned property:

- a. PNT right of way - parcel numbers 270421100300400 and 27042100403700
b. Cedar Valley Substation - parcel number 27042100408300

- PUD fee-owned property is not highlighted or identified in the DEIS. However, there are several references to the Interurban Trail which is only an easement granted to the City of Lynnwood by the PUD.
The proposed elevated tracks cross over the PNT right of way which will have major impacts to the safe operation of the existing power lines. These lines will need to be raised above the proposed elevated rail tracks. This will be challenging and costly.
The PNT right of way is a major power line corridor that runs from Everett to the Snohomish/King County line.
Also, the PUD will be constructing the Cedar Valley substation in the next few years, this too will be impacted by the proposed location of the elevated tracks.

O8-1
O8-2
O8-3
O8-4

Electrical Transmission and Distribution Facilities Impacts - Lynnwood Site Location:

The DEIS acknowledges that there will be potential construction impacts to utilities and discussions with Sound Transit staff have identified several locations where the project proposal will conflict with existing electrical transmission and distribution facilities. We note the goals listed in DEIS section 3.16.2 to plan for relocating utilities and account for the relocation costs.

O8-5

Specific space requirements and limitation pertain to the location of Snohomish PUD facilities relative to structures, roadways, parking areas and other utilities. We require allowance for adequate space to provide electrical service and to maintain the required clearances to ensure public safety. The review of the DEIS has identified several potential impacts and we have added to this information with the following considerations that if applicable to the project proposal, should be included within the scope of the EIS environmental analysis.

O8-5
cont'd

- Removing service at the existing buildings on the project site.
- Temporary relocations of electrical facilities during the construction phase.
- Providing service to the new facilities and possible necessary upgrades to the local area distribution infrastructure.
- Relocating overhead facilities as necessary to maintain clearance to the proposed elevated tracks and any crossings of the electrical transmission/distribution alignment. Several crossing locations have been identified and discussed with Sound Transit staff and include potential modification requirements along Cedar Valley Road, 52nd Avenue West and the Snohomish PUD Pacific Northwest Traction right-of-way.
- Utility relocations, easement modifications or easement acquisitions required for this project proposal should be identified as being included within the scope of the EIS environmental review or indicated that Sound Transit will perform and address any further environmental review in the future.
- Project permits should include any necessary utility work and could involve local, state and federal agency consultations, reviews and permits associated with, but not limited to construction permits, stormwater permits, work in water, work over water, cultural resources, critical areas and any associated buffers.

O8-6

O8-7

O8-8

O8-9

O8-10

Operations Phase Electrical Service Capacity Impacts – Lynnwood Site Location:

- The District presently has power line facilities in the area. However, we are unable to determine if sufficient electric capacity is available until additional load information and details for the proposed project are identified. Typically, projects of this magnitude require a system area study to determine what infrastructure improvements are required.

O8-11

Please have your engineers and architects work with District design staff to ensure overall viability of the design for all electrical utilities affected by the project proposal.

For information about specific electric service requirements, please call the District's Everett office at 425-783-8272 to contact a Customer Engineer.

Sincerely,



Ted Thompson
Senior Manager,
Distribution Engineering Shared Services

Responses to Letter O8, Snohomish County Public Utilities District No. 1

Response to Comment O8-1

The Lynnwood Alternative would not require acquisition of the Interurban Trail or other real property owned by Snohomish County Public Utilities District No. 1 (SnoPUD). Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocations* (Section 3.2.4.5), of the Final EIS has been updated to acknowledge that acquisition of air rights would be required for the elevated lead track crossing of the PUD-owned Pacific Northwest Traction Company right-of-way where the Interurban Trail is located.

Response to Comment O8-2

Chapter 3, Section 3.16, *Utilities* (Section 3.16.4.5), of the Final EIS acknowledges that the elevated lead track entering the south boundary of the Lynnwood Alternative site may create a vertical conflict with SnoPUD's 115-kilovolt transmission lines along with aerial communications and cable facilities connected to the transmission towers.

Response to Comment O8-3

Please see responses to Comments O8-1 and O8-2.

Response to Comment O8-4

Please see responses to Comments O8-1 and O8-2.

Response to Comment O8-5

Please see responses to Comments O8-1 and O8-2.

Response to Comment O8-6

Relocating utility poles that support overhead lines, aerial utilities to taller or different types of poles, and underground utilities from under the build alternative sites; constructing new distribution lines to provide power to substations; and inspecting, repairing, and encasing underground utilities at yard track crossings are discussed in general in Chapter 3, Section 3.16, *Utilities* (Section 3.16.4.2), of the Final EIS. Specific requirements for the on-site distribution systems will be determined during final design.

Response to Comment O8-7

Chapter 3, Section 3.16, *Utilities* (Table 3.16-1), of the Final EIS provides a list of utilities that would be affected by the project; Table 3.16-2 identifies the approximate length of the utility lines that are to be relocated or protected for each of the build alternatives.

Response to Comment O8-8

Chapter 3, Section 3.16, *Utilities* (Section 3.16.4.5), of the Final EIS states that the elevated lead track where it enters the south boundary of the Lynnwood Alternative site may create a vertical conflict with SnoPUD's 115-kilovolt transmission lines, as would the aerial communication and cable

facilities that are connected to the transmission towers. The track would run under the transmission lines, which would require raising approximately 600 feet of the transmission line to maintain the minimum vertical clearance. This would also affect Comcast and Frontier Communications facilities that are attached to the towers. Further analysis of impacts on the transmission lines at the Lynnwood Alternative site would occur during final design should it be selected as the alternative to build.

Response to Comment O8-9

Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocations*, of the Final EIS states that the Lynnwood Alternative may require a temporary construction easement for work over and adjacent to the Interurban Trail. The easement would accommodate construction of the elevated lead track guideway to the OMSF. Furthermore, Section 3.2.4.5 states that the Lynnwood Alternative would require a permanent aerial easement to accommodate the elevated guideway; acquisition of air rights would be required for the elevated lead track crossing of the SnoPUD-owned right-of-way where the Interurban Trail is located.

Response to Comment O8-10

As part of the Final EIS, potential permits and required approvals were identified. Potential permits and approvals are listed in the Fact Sheet of the Final EIS and include permits for necessary utility work.

Response to Comment O8-11

If the Lynnwood Alternative is selected as the alternative to build, additional coordination with SnoPUD would occur to determine how electrical demand for the facility might affect SnoPUD's overall capacity in this area. Electrical demand for the OMSF is discussed in Chapter 3, Section 3.11, *Energy* (Sections 3.11.4.2 and 3.11.4.6), of the Final EIS. Additional utility facilities that might be required to meet this demand are discussed in Chapter 3, Section 3.16, *Utilities* (Sections 3.16.4.2 and 3.16.4.5), of the Final EIS.

Letter O9, Winchester Estates Homeowners Association (Bridle Trails Community)

From: Winchester Estates Board [winchesterboard@gmail.com]
nt: Monday, June 23, 2014 6:47 PM
o: OMSF
Subject: No Rail Yard In Bellevue/Not at 520 Plaza!!!!!!!!!!!!!!!!!!!!

As President of the Winchester Estates Homeowners Association we believe that locating an OMSF at the 520 Plaza in Bellevue makes absolutely no sense. Placing a 25 acre Rail Yard adjacent to a residential neighborhood, Bridle Trails Community is not a wise decision, measured by any factor: economic, demographic or environmental.

O9-1

Don't make a 100 year mistake. Do the right thing. Keep the rail yard out of our neighborhood!!!!!!!!!!!!!!!!!!!!

Please listen to us.

James Binder

President, Winchester Estates Homeowners Association

Responses to Letter O9, Winchester Estates Homeowners Association

Response to Comment O9-1

Please see the response to Common Comment 20, in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Letter O10, Bridle Trails Community Club

From: James Binder [jamesbinder@att.net]
Sent: Monday, June 02, 2014 8:30 AM
To: OMSF
Subject: OMSF Bellevue Siting Proposal is an Environmental and Economic Disaster!!!

Dear Members of the Sound Transit Board

My name is James Binder and I am a member of the Bridle Trails Community Club's Board of Directors and a resident of Bridle Trails for over 28 years.

I have spoken at the recent Sound Transit Hearing in May as well as at the recent City of Bellevue Council Meeting.

Our club, as well as myself personally, consider the potential siting for an OMSF, particularly at the 520 site to be a disaster waiting to happen for the following reasons. I only hope you listen to the taxpayers, the residents, the businesses that would be displaced, as well as the City of Bellevue Council members who all are in agreement that this OMSF is: **WRONG PLACE FOR ALL REASONS.** O10-1

Respectfully submitted,

James A. Binder
jamesbinder@att.net

On May 15, the Bridle Trails Community Club in Bellevue, at its last general membership meeting voted unanimously and overwhelmingly against Sound Transit's (ST) Draft EIS proposal to consider siting an Operations Maintenance Satellite Facility (OMSF) in Bellevue. Further, the Club's position is that the 520 Site (along NE 20th street/east of 130th Ave NE and just south of Highway 520) is totally out of character with our neighborhood, located barely 1/8 of a mile north from a proposed OMSF. The Club's position is that the 520 Site is not an acceptable alternative, by any measure. O10-2

- We represent 5,000 households. O10-3
- Citizens are concerned and weary with mega project overload (Bertha, 520 bridge, ST link rail, Highway 99 tunnel). Front page *Seattle Times*, May 7, 2014. O10-4
- All projects are over-budget and all have delayed completion dates. O10-5
- OMSF is not consistent with City of Bellevue's (COB) comprehensive plan. O10-6
- COB Council has voted 7-0 against ST's proposal to place an OMSF within the COB. O10-7
- OMSF is not consistent with current COB zoning (no big-boxes, mega-retail). O10-8
- Our BTCC neighborhood sits within 1/8 mile of one of the 2 proposed Bellevue sites (520 site). O10-9
- What will happen to the remaining properties across from the proposed 520 site, on NE 20th Street. Will they become an economic desert? O10-10
- Existing 520 Plaza retail is consistent with our neighborhood in attractiveness and services offered. O10-11
- ST's Draft EIS overlooked nearly all economic impacts (only considered property tax displacement, ignoring sales tax, B&O tax and payroll taxes)! For example: Acura of Bellevue dealership: 75 employees/\$53M/year in sales. O10-12
- 101 Land Uses displaced (approximate # of business required to relocate for the 520 alternative). O10-13
- Major impact on small-businesses and ripple effect of employment loss and displacement, as covered on KIRO-TV. O10-14
- The 520 site is the wrong place to build an OMSF. O10-15
- Goff Creek is a salmon-bearing stream and poses major environmental challenges.

Responses to Letter O10, Bridle Trails Community Club

Response to Bridle Trails Community Club

Response to Comment O10-1

Opposition to the SR 520 Alternative has been noted.

Response to Comment O10-2

Please see response to Common Comment 10 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding consistency between the SR 520 Alternative and surrounding land uses.

Response to Comment O10-3

Comment noted. Reasonably foreseeable future actions are acknowledged in Chapter 3, *Affected Environment and Environmental Consequences*, of the Final EIS.

Response to Comment O10-4

Comment noted. Please see Chapter 3, *Affected Environment and Environmental Consequences*, of the Final EIS for the updated construction status of reasonably foreseeable future actions.

Response to Comment O10-5

Please see response to Common Comment 10 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding consistency between the SR 520 Alternative and surrounding land uses.

Response to Comment O10-6

Comment noted.

Response to Comment O10-7

Please see responses to Common Comments 10, 11, and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding environmental review of City of Bellevue zoning.

Response to Comment O10-8

Please see response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which addresses impacts on the Bridle Trails neighborhood.

Response to Comment O10-9

Chapter 3, Section 3.4, *Economics* (Section 3.4.5), of the Final EIS has been updated to address potential impacts on property values. The OMSF could have effects on nearby property values, but at any given location, property values are influenced by many factors, such as consumer confidence, local development pressures, regulatory conditions, and fluctuations in the regional economy, which could increase or decrease property values. Potential adverse indirect effects

on neighboring businesses are not anticipated because all build alternatives would be designed to accommodate their respective peak parking demand, and none would change the existing transportation network or access to nearby businesses. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Response to Comment O10-10

Comment noted.

Response to Comment O10-11

Please see response to Common Comment 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding losses to Bellevue tax revenues.

Response to Comment O10-12

Please see response to Common Comment 7 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding employment loss and displacement.

Response to Comment O10-13

Please see response to Common Comments 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding displaced businesses.

Response to Comment O10-14

Comment noted.

Response to Comment O10-15

Please see responses to Common Comments 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding impacts on Goff Creek.