

Businesses

Letter FW030

General Transmission

Page 1

From: rrrdigital@box920.bluehost.com
To: [FWLE](#)
Subject: Comment - ST Federal Way Link Extension
Date: Tuesday, April 14, 2015 4:44:35 PM

From: Cindy Walsh <cindy@generaltransmission.com>

Message Body:
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: We have read the impact and understand why this rail is needed.

BU1-1 Other Comment: We have had our business here and bought our property, this rail has a great impact on us as a business and personal.

Name: Cindy Walsh
Address: 23448 30th ave so
City: Kent
State: Wa
Zipcode: 98032

Email: cindy@generaltransmission.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?: General Transmission on 23448 30th ave so

I attend school in the project area. If so, where?:

Other (please specify):

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This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment BU1-1

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Sound Transit will work closely with each displaced business to determine its needs and help it find a new site if the owner chooses to relocate. Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide. Information about affected properties is provided in Appendix D4.1.

Response to Comment BU2-1

Please see Response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

From: erridigi@box920.bluehost.com
To: [FILE](#)
Subject: Comment - ST Federal Way Link Extension
Date: Friday, April 17, 2015 10:44:24 AM

From: Bj. Bjorneby <bjbjorneby@aol.com>

Message Body:

SR 99 Comment: I believe going down 99 should not be considered for several reasons, the biggest of which is business displacement and interruption with no value to the existing businesses. My business at 220th and 99 was impacted for a year and a half for the beautification of 99 from 216th to KDM and we never fully recovered from the construction. The end result is very nice but it was a very high price to pay. That improvement is an improvement to the area. Where a guideway down 99 has no appreciable benefit but a lot of visual and mobility detriment.

I-5 Comment: The I-5 alternative seems to provide the best and least intrusive route

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Bj. Bjorneby
Address: 517 S 212th St
City: Des Moines
State: WA
Zipcode: 98198

Email: bjbjorneby@aol.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?: 22001 Pacific Hyway S

I attend school in the project area. If so, where?:

Other (please specify): I believe in the Light Rail project as a whole and recognize we are light years behind in mass transportation

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This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Letter FW066

Pete's Welding and Fabrication

Page 1

From: [cindy.mount](#)
To: [FWLE](#)
Subject: Sound Transit Project
Date: Tuesday, April 21, 2015 3:17:46 PM

PLEASE SHARE YOUR COMMENTS ABOUT PROJECT ALTERNATIVES AND STATION OPTIONS?

BU3-1 **Electing on the 1-5 alternative:** This option is more cost effective, Displaces less business that provide generated tax revenue for all cities concerned. More attractive streamlined route running along the 1-5 corridors. This route allows the elevated option to grade next to SR 99 for a Transit Station close enough access to the Highline Community College for students that attend the School, and the option to the 1-5 median to avoid the Midway Landfill. This 1-5 Alternative has less underground trenches, in my option being also more cost effective.

PLEASE SHARE YOUR FEEDBACK ON THE ENVIROMNETAL IMPACTS?

BU3-2 I believe that the 1-5 alternative routes would provide ease of congested traffic during time of the construction of the project, also providing more ease, accessibility and safety for emergency vehicles. Also keeping in mind SR99 currently has the Metro Rapid Ride running from Tukwila to Federal Way that provides transportation to the public already. It's my understanding that they want to also extend this Rapid Ride project going further south of Federal Way that will also impact the SR99 corridor in the future as well. The other Alternative route's such as the (SR 99)(SR 99 to 1-5) (1-5 to SR99) ALTERNATIVES would create more congestion for our already congested roadways within the cities being impacted.

My Mailing Address is: Pete's Welding & Fabrication/ 21845 Pacific Hwy So, Des Moines, WA 98198

Response to Comment BU3-1

Please see Response to Common Comments 2 and 4 in Table 9-6 of Chapter 9 of the Final EIS. The Preferred Alternative would have more trenches than the other alternatives, although elevated options added in the Final EIS could replace two of the trenches.

Response to Comment BU3-2

Please see Response to Common Comment 2. All of the build alternatives would operate in exclusive right-of-way, outside of traffic, to avoid operating and safety conflicts. Chapter 3, Transportation, of the Final EIS describes traffic impacts in more detail.

Letter FW067

Pete's Towing Service

Page 1

Response to Comment BU4-1

Please see response to comment BU3-1 in letter FW066.

Response to Comment BU4-2

Please see response to comment BU3-1 in Letter FW066.

From: [cindy.mount](#)
To: [FW.E](#)
Subject: Sound Transit Project
Date: Tuesday, April 21, 2015 3:16:34 PM

PLEASE SHARE YOUR COMMENTS ABOUT PROJECT ALTERNATIVES AND STATION OPTIONS?

BU4-1 Electing on the 1-5 alternative: This option is more cost effective, Displaces less business that provide generated tax revenue for all cities concerned. More attractive streamlined route running along the 1-5 corridors. This route allows the elevated option to grade next to SR 99 for a Transit Station close enough access to the Highline Community College for students that attend the School, and the option to the 1-5 median to avoid the Midway Landfill. This 1-5 Alternative has less underground trenches, in my option being also more cost effective.

PLEASE SHARE YOUR FEEDBACK ON THE ENVIROMNETAL IMPACTS?

BU4-2 I believe that the 1-5 alternative routes would provide ease of congested traffic during time of the construction of the project, also providing more ease, accessibility and safety for emergency vehicles. Also keeping in mind SR99 currently has the Metro Rapid Ride running from Tukwila to Federal Way that provides transportation to the public already. It's my understanding that they want to also extend this Rapid Ride project going further south of Federal Way that will also impact the SR99 corridor in the future as well. The other Alternative route's such as the (SR 99)(SR 99 to 1-5) (1-5 to SR99) ALTERNATIVES would create more congestion for our already congested roadways within the cities being impacted.

My Mailing Address is: Pete's Towing Service/ 21841 Pacific Hwy So, Des Moines, WA 98198

Letter FW128

Gateway Center

Page 1

From: [anbilic An](#)
To: [FWLE](#)
Subject: Fw: Tax Parcel# 091049042
Date: Wednesday, May 06, 2015 8:49:12 PM

FYI

----- Original Message -----

From: [anbilic An](#)
To: [Myers, Tralayne](#)
Sent: Wednesday, May 06, 2015 8:42 PM
Subject: Re: Tax Parcel# 091049042

Tralayne,

Good to see you again this evening at City Community Center, as you and I was discussed today that location of Federal Way Transit Station will impact our two other properties occupied by Pier 1, AT&T and Black Angus Restaurant, the meeting we had on January you did not disclosed on those two properties.

BU5-1 Since those two properties are located right on the 320th exit from I-5 Freeway and most heavy traffic area in city of Federal Way and many more other reasons we are not agree to convert to Transit Area.

I would like to call an other meeting near future with member of Transit Board Directors in order to address our suitable proposal before County decide to conclude come thru my property

Please let me know.

Thanks,

Soo An

Gateway Center in Federal Way by 320th street.
PO box 1041 Auburn, WA 98071

----- Original Message ----- consul
From: [Myers, Tralayne](#)
To: [anbilic An](#)
Sent: Monday, February 23, 2015 3:09 PM
Subject: RE: Tax Parcel# 091049042

Good day,

We've not scheduled the meetings yet as the Draft Environmental Impact Statement release date has been delayed. We hope to have the meetings in April.

Stay tune

----- Original message -----

Response to Comment BU5-1

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide. Appendix D4.1. Potentially Affected Parcels, identifies properties that could be affected by the FWLE and includes the properties noted in the comment. As described in Appendix D4.1, impacts on individual properties could change as the design is refined.

No comments

From: anbillc An <anbillc@msn.com>
Date: 02/22/2015 1:52 PM (GMT-08:00)
To: "Myers, Tralayne" <tralayne.myers@soundtransit.org>
Subject: Tax Parcel# 091049042

Tralayne,

Hope you remember us the meeting at the Marlene on last January, I have not got any letter for the March meeting date yet.
If you have date set for meeting please let me know.

Thanks,

Soo An

Letter FW361

Gateway Center

Page 1

From: urrdigit@cox20.bluehost.com
To: FWE
Subject: Comment - ST Federal Way Link Extension
Date: Saturday, May 23, 2015 7:09:49 AM

From: Soo An <anbillc@msn.com>

Message Body:

SR 99 Comment: I agree on this alternative.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: My name is Soo K. An in Federal Way, own and member of S.S.A. LLC.(The lot in Corner of 23rd and 317th)

I do need let you know that we have owned that lot for many years now, what our plan is near future in that lot we would like build extend retail from Gateway Center or Apartment for people who go to work in Seattle need small living space like one or studio unites.

BU27-1

I do strongly recommend HWY 99 route then I-5, if transit come thru I-5 route it will impact the Gateway Center that include many of our Tenant's business also ourselves. This property (Gateway Center) is rare and unique pieces in S. King county as you know there are 4 lane exit to 320th from I-5 freeway which can't find in any where in Washington State, we felt that this kind a property is can't replaceable from any where else.

Just let you know that we owned most of pieces in Gateway Center except two hotels and old Azteca restaurant lot in behind of Pier 1.

Appreciate this opportunity to say my thought.

Other Comment: I do want to see the project come thru soon, but let you know that so many impact to Business owners.

Name: Soo An
Address: PO Box 1941 Auburn
City: Auburn
State: WA
Zipcode: 98071

Email: anbillc@msn.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?: I owned Gateway Center in City of Federal Way

I attend school in the project area. If so, where?:

Other (please specify):

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This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment BU27-1

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

1 straight through the -- Route 99 -- because it's going
2 to create a lot of centers and really give, I feel, that
3 area more business. Because right now it's kind of dead
4 and not as nice as other parts that have more
5 transportation on them.

6 And that's it. That's all that I have to say.
7 Thank you.

8 **FW168** MR. AN: My name is Bill An. A-n is last
9 name. First name is Bill, B-i-l-l. Thank you very much
10 giving me opportunity sharing this transit information.

11 The first thing I would like mentioning that -- as you
12 know, 320th exit over Federal Way is a four-lane exit
13 from the Freeway 5, including transit lane. Commercial
14 properties is location, location, location.

15 There is no four-lane exit from the Freeway 5,
16 south and north, up to California. This is a one-time
17 opportunity I buy this property. And then I would like
18 to keep as it is. If the transit taking over the
19 Gateway Center, it would be affected -- great impact
20 over City of Federal Way.

21 Because I have 22 tenants who has -- over
22 hundred -- several hundred employees -- plus direct
23 impact. They spending about their local community
24 thousands of dollars every year because of that. They
25 are annual expenses such as their landscape, electrical

Response to Comment BU13-1

Section 4.3, Economics, of the Final EIS describes business and employee displacements and their potential effects on the local economy. In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide. If the theater were displaced, other nearby land uses could potentially remain in business.

An alignment on the north side of S 317th Street was not included in the Final EIS because it would have greater displacements, impact Truman High School, and require more road crossings to get to the station at Federal Way Transit Center. Chapter 2, Alternatives Considered, of the Final EIS describes how alternatives were identified for evaluation in the EIS.

1 problems, all these.

2 I know this is Gate -- I mean, bedroom
3 community of the City of Federal Way. And then it will
4 increase that traffic generation because of Seattle has
5 a high demand area. This is a first community to exit
6 from the Freeway 5 to accommodate it, and they are a
7 bedroom community; but --

8 However, this is a first exit you see the
9 Gateway Center over the commercial property located --
10 first impression that from the freeway is a great
11 property. And then they cannot just take over because
12 of their transit requirements.

13 I recommend the 99 to the transit area.
14 Instead, they are taking over Freeway 5 toward -- to my
15 property going through with them. Last thing, we -- if
16 you don't have a chance to go over to my property, I
17 would like to recommend that they are 317 North rather
18 than my property because they are -- this combination of
19 tenants I -- we are all related. So you cannot take out
20 just one theater because you need one property.

21 Because all theater has 2,112 seats, a screen
22 theater, generating -- helping all those tenants. If
23 you taking away one theater, then rest of them is great
24 impact over that -- their -- generating their revenues
25 and then their employees.

5

1 So in order to organize all this, we strongly
2 recommend that the 99 going through the Target area and
3 the re-routing to behind the SeaTac Malls. That's most
4 desirable at this moment because of that. And then we
5 are --

6 However, this is the -- If you -- if the
BU13-1 7 transit take over this property, there will be a great
8 impact over -- economic impact over City of Federal Way
9 because of that. Employment and their tenants -- or
10 tenants' expenses -- local merchants and contractors
11 will be -- may suffer from that.

12 So, if possible, please avoid this property.
13 It is almost 17 acres property. Please try to avoid it
14 as much as you can. And if you have to come -- 317 --
15 please try to locate 317 north side rather than through
16 my property -- by the school. Thank you very much.

17 MR. ROLLINS: My name is Dana Rollins. Last
18 name, R-o-l-l-i-n-s. First name, D-a-n-a. I just like
19 to say I'm in favor of having the light rail go here to
20 campus, down 99. I think it makes a lot more sense in
21 the long run, economically. I think it would do great
22 for the community.

23 I think it'd be a safer route than running
24 down I-5. It would be a lot more convenient for this
25 area. I think -- which is -- it would be a boon for

Letter FW280

McDonald's (John Jackson)

Page 1

Response to Comment BU18-1

Please see response to comments BU6-1 and BU6-2 in letter FW129.

From: [John Jackson](#)
To: [EWLE](#)
Subject: Comments Federal Way Link Light Rail
Date: Monday, May 11, 2015 6:21:57 PM

Hi,

I am for the Light Rail coming to Federal Way. I think it will potentially make it easier for folks to come into town to use the Commons Mall. It will also allow people to get to Seattle for Special Events and not be stuck in traffic.

With that said, I have an issue with 23rd Ave. S. proposed station and/or tail track that will impact my place of work.

I work at 2302 S. 320th St., Federal Way, 98003, McDonald's Restaurant.

My boss is owner/operator William Cho.

The proposed 23rd Ave. S. Station and/or tail track is shown to impact our business by taking up our property and forcing us to close.

McDonald's at this Site has been there since 1978. It is one of the busiest McDonald's Locations in the state. By trying to relocate this business would have a devastating financial impact and operational impact to our Organization. William Cho is a small business owner of 8 local McDonald's, but this one is key in several ways.

BU18-1 First of all, our training center and office is located in the downstairs of this building. We would have purchase a separate office/training center for the 8 restaurants of over 400 employees. Simply rebuilding the restaurant would not meet this need. McDonald's does not build restaurants with this kind of space to have an office/training center any longer. So we would lose that.

Next, our rent is low for McDonald's and our Sales are very high. By relocating, we would lose this rent structure. We just opened a restaurant in Tacoma and new rents are at 19-20%, double of what we pay now. This intersection we are on is one of the busiest in Federal Way and we would likely not see the same sales. Federal Way has also placed a restriction on Drive-Thru's which makes up 70+% of our business. If we relocate in a similar area we would lose our Drive-Thru. Again, +70% of the business gone!

We employ up to 90 people during the year. For most, it is a first job for many employees who learn basic job skills that they will carry on for the rest of their life in whatever career field that they chose to pursue.

For some like myself, I started at 16 years old living with a single mother on welfare and needed to work to provide for myself. I stuck with it for 28 years and had the opportunity to buy my own McDonald's. These jobs provide that same opportunity for all off our employees that have the drive

and ambition no matter what their initial personal situation is. Buy losing this site, we will lose sales and employ less people, and in turn, less employees will have the opportunity that I had.

The way McDonald's is now a days is that you need to own several restaurants to make it a worthwhile investment. Otherwise you are just buying yourself a job. This current site in Federal Way, 2302 S. 320th St. is one of those sites that financially make it possible to own our smaller restaurants in the city of Auburn and the Federal Way WalMart. We would be barely scraping by without a store like this one in Federal Way.

We look forward to Light Rail coming to Federal Way, just please there must be another alternative then to interfere with our location.

Thank you for taking the time to consider our situation.

John Jackson
Director of Operations
McDonald's – Willie Cho Ent.
253-677-0545

john.jackson.mcd@live.com

BU18-1



May 20, 2015

Federal Way Link Extension
Draft EIS Comments
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Re: Federal Way Link Extension
Impact to: McDonald's Restaurant, 2302 S. 320th St., Federal Way,
Washington
King County Tax Parcel ID No. 0921049272 - Map ID No. 7472

To Whom It May Concern:

McDonald's Real Estate Company is the owner of real property located at 2302 South 320th Street, Federal Way, Washington. The franchise located on the property is owned and operated by Mr. Willie Cho.

The property was originally acquired by McDonald's Corporation in 1976, and subsequently deeded to McDonald's Real Estate Company. This restaurant opened in 1977 and has been upgraded a number of times, including a significant remodel that was completed just three years ago in 2012. As one of the busiest McDonald's locations in Washington State, this location is extremely valuable and important to McDonald's and to McDonald's franchisee. As a long standing and proud member of the business community in Federal Way, McDonald's is extremely concerned about certain of the proposals contained in the EIS. One or more of the proposals contained in the EIS have the potential to cause the McDonald's to be shut down in this location, an outcome that would be extremely troubling to McDonald's, and potentially very costly for Sound Transit. To be clear, a taking of any portion of McDonald's drive-thru for this project would result in a total taking of the site, as the drive-thru operation is a substantial part of the business at this location.

BU21-1

TEMPORARY NATURE OF DAMAGE

It is our understanding that this property may be taken and/or damaged under several of the proposed rail corridor options. However, none of the routes have rail lines which would go near or through the restaurant's location. Rather, this property would be taken and used as a temporary turnaround spot until a further extension

BU21-2

McDonald's USA, LLC
12131 113th Avenue NE
Suite 103
Kirkland, WA 98034
(425) 821-4970
Fax: (425) 821-4563

Response to Comment BU21-1

This property would only be acquired with the Federal Way I-5 Station Option.

Response to Comment BU21-2

This property would be permanently incorporated into the station with the Federal Way I-5 Station Option. Tail tracks are tracks that extend past a terminus station far enough to allow layover of a four-car train – typically 850 feet beyond the end of the station platform. They also enable trains to approach terminal stations at higher speed because they extend safe breaking distances. They are necessary at all terminus stations, even interim ones, and must be in line with the rest of the track. Due to this, the tail track associated with the Federal Way I-5 Station Option could not be located elsewhere.

May 20, 2015
Page 2 of 3

BU21-2

could be built. It is McDonald's position that there is no need to take any or all of this real property when there are other more appropriate options available for the temporary nature of this taking. Either other underutilized sites need to be considered for this purpose or alternative design elements should be explored.

ANALYSIS OF POTENTIAL ALTERNATIVES

The draft EIS considers four different alternatives:

1. SR 99;
2. I-5;
3. SR 99 to I-5;
4. I-5 to SR 99.

These alternatives are analyzed for estimated costs, travel time, daily ridership, potential for transit-oriented development, as well as a host of other factors. See page 28, Draft Environmental Impact Statement.

BU21-3

Within the four alternatives, two are identified as having a potential impact on the McDonald's parcel located at 2302 S. 320th St. in Federal Way. These alternative routes are identified as: I-5 and SR 99 to I-5. See Draft EIS page D4.1-25. As can be seen by a review of the comparison alternatives and underlying data, these are the least desirable alternatives and accordingly should be avoided. McDonald's therefore respectfully requests that these alternatives not be considered for the following reasons:

BU21-4

Cost: While the SR 99 alternative is the most expensive, the daily projected ridership of upwards of 27,500 riders is greater than all other alternatives. Only the I-5 to SR 99 option comes close to that projected level of ridership, but that option also does not have an impact on the McDonald's site.

BU21-5

Travel Time: The SR 99 proposal also has the lowest projected travel time which is estimated to be 12 to 13 minutes. Again the only route which compares favorably to this route is the I-5 to SR 99 proposal which also does not impact the McDonald's parcel.

BU21-6

Transit Oriented Development (TOD): The SR 99 proposal has the greatest potential for new transit oriented development, estimated to be up to 235 acres. While the number of parcels impacted on the SR 99 alternative is on the higher end, estimated at 293, this is a function of the fact that there is a much greater potential for TOD under the SR 99 proposal. Further, residential displacement is by far the lowest, a scant 36, substantially lower than the I-5 alternative, which could have up to 305 residential displacements.

Although the business displacements are not insignificant with the SR 99 proposal, the potential for a redevelopment is extremely high and would result in a greater overall benefit to the community. While the temporary loss of business will impact employment numbers, the increase in TOD should result in significantly increased employment opportunities in the community.

Response to Comment BU21-3

Please see response to comment BU21-1 in this letter. Your opposition to any option that would impact this property has been noted.

Response to Comment BU21-4

Ridership numbers have been updated and are included in Chapter 3 of the Final EIS. All alternatives would have a similar number of riders at this station.

Response to Comment BU21-5

Travel time has been updated and is provided in Chapter 3 of the Final EIS. All alternatives would have a similar travel time.

Response to Comment BU21-6

The Transit Oriented Development Study has been updated for the Final EIS and is summarized in Section 4.2, Land Use.

May 20, 2015
Page 3 of 3

BU21-7 **Environmental:** From a purely environmental perspective, the SR 99 proposal is by far the superior route. The number of acres of wetlands and wetland buffers impacted is virtually zero, as is the length of impact on streams. Also, there is almost no vegetation impact. Similarly, no parks are affected and the number of historic properties estimated to be affected is one single parcel, which can be mitigated by potentially moving the historic structure to another more suitable location.

Other Factors: Other factors to consider such as noise and vibration can be mitigated and levels of service at intersections are virtually the same across the board for all alternatives.

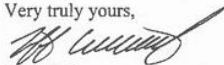
CITY OF FEDERAL WAY ENDORSED PROPOSAL

BU21-8 It is our understanding that the City of Federal Way has endorsed a hybrid proposal which would modify the I-5 plan as currently set forth in the draft EIS. The City of Federal Way plan as set forth in a resolution passed on May 19, 2015, endorses a hybrid station location generally located along the west side of 23rd Avenue S. straddling S. 320th Street. It is McDonald's understanding that the City of Federal Way plan would allow the McDonald's location to remain untouched. We respectfully request that the City of Federal Way proposal be included in the Final EIS, and that Sound Transit strongly consider this proposal. The City's hybrid plan complements the redevelopment vision for the City Center planning area and will facilitate greater pedestrian activation of the S. 320 corridor. These goals are synergistic with the McDonald's restaurant operation at this location.

CONCLUSION

BU21-9 From an analysis of the various alternatives, McDonald's respectfully requests selection of an option which would have no impact on the McDonald's property. From the Draft EIS, it appears that the SR 99 route will not impact the McDonald's property. In the alternative, McDonald's urges Sound Transit to consider the Federal Way endorsed hybrid plan, which likewise would have no impact on the McDonald's property. McDonald's urges Sound Transit to consider the devastating impact certain of the proposals would have on the McDonald's located at 2302 S. 320th St. in Federal Way. **Accordingly, McDonald's respectfully requests that Sound Transit consider proposals which would not result in an impact to McDonald's property.**

Very truly yours,



Jeff Wilfong
Vice President and General Manager
Northwest Region

Response to Comment BU21-7

Please see Response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment BU21-8

A modified version of the City's proposal has been incorporated in the Final EIS as the Preferred Federal Way Transit Center Station.

Response to Comment BU21-9

Please see responses to comments BU21-1 and BU21-8 in this letter.

Letter FW343

McDonald's (Willie Cho Enterprises, Inc.)

Page 1



May 21, 2015

Federal Way Link Extension
 Draft EIS Comments
 Sound Transit
 401 S. Jackson St.
 Seattle, WA 98104

Re: Federal Way Link Extension
 Impact to: McDonald's Restaurant, 2302 S. 320th St., Federal Way, Washington
 King County Tax Parcel ID No. 0921049272 - Map ID No. 7472

To Whom It May Concern:

My name is Willie Cho, and I am the Owner/Operator and franchisee of the McDonald's restaurant located at 2302 South 320th Street, Federal Way, Washington. The real property at the site is owned by McDonald's Real Estate Company. This restaurant opened in 1977, and has been upgraded a number of times through the years, including a major remodel project completed in 2012. I am a minority business owner who has successfully operated this restaurant since 2002.

I write to you today to urge Sound Transit to select an EIS proposal which will not result in an impact to the McDonald's restaurant I operate. This location is one of the busiest and most successful McDonald's in Washington, a fact of which I am extremely proud. A taking of this location would be devastating. I have worked hard over many years to become a valuable member of the business community in Federal Way. This McDonald's is located at the gateway to the city center core of Federal Way. In as much, it is a tremendous and iconic landmark that has served as a valuable point of commerce and very popular gathering spot for the City and its residents. The McDonald's at 320th also has the unique location of being almost exactly halfway between Seattle and Tacoma. It services commuters exceptionally well that travel both the I-5 and Highway 99 corridors.

BU24-1

Response to Comment BU24-1

Please see Response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.



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Page 2 of 3

Response to Comment BU24-2

Please see response to comment BU6-1 in letter FW129.

Response to Comment BU24-3

Please see response to comment BU6-2 in letter FW129.

BU24-2 My organization is one of the largest employers in the City of Federal Way. I currently employ 90 people at this location. My organization provides entry-level jobs to individuals just starting out in the job market, as well as students needing flexible work hours and a dependable employer, with ample opportunity for advancement. We also have the unique ability to be a first generation employer, which fits the incredibly ethnically diverse community of Federal Way. We are very proud to have helped launch so many careers to so many individuals that speak English as a second language as well as launching the careers of many of our youth. The ability to provide job opportunities to our community is ubiquitous with all McDonald Restaurant locations. The ability to provide so many job opportunities, quite literally in the thousands over the years, since its inception, is extraordinary to this McDonald's at 320th because of its unique location resulting in its tremendous volume and popularity within the Federal Way community. A taking at this location would have a detrimental impact to the community because of the loss of these jobs. I don't believe that the EIS adequately considered the potential loss of jobs in its analysis.

Additionally, this McDonald's has a great relationship with the public and private schools within the Federal Way area. We have a unique McDonald's fundraising program called McTeacher's Night. This location is one of the most active in the Seattle area raising thousands of dollars every year to the local schools. This location is also one of the largest restaurant contributors to the local and global Ronald McDonald House Charities through its Canister Give a Hand, Fry and Shake donation and match programs.

BU24-3 A taking at this location would be very damaging to my business, my employees, and the community. My organization provides valuable tax revenues, job resources, training, and support to the community. I would also like to stress that a large portion of business comes through the drive-thru at this location, so any taking of the drive-thru area, even a small portion, would be very damaging if not fatal. The City of Federal Way has prohibited the use of Drive Thru's in the City Center for all restaurants. Because the 320th store was built prior to this law, we are exempt. However, during our major remodel of this location in 2012 we learned any change to the drive thru would result in our loss of conditional use permit. So we did not remodel our drive thru as only maintenance and repair is allowed.



May 21, 2015
Page 3 of 3

BU24-3

Finally, from an economic point of view, not only the location but also the age of the property allows me as the franchisee to pay a much lower rent from my Franchisor, McDonald's USA LLC. If I am forced to relocate not only will I likely get a much inferior location (leading to lower sales), I will also have a much greater rent factor (leading to lower margins on those lower sales). Because of these factors and the ones described in the preceding paragraphs, it would be difficult, if not impossible, to find a comparable restaurant location. If the condemnation of the McDonald's at 320th occurs it will have a devastating impact not only to my organization and all of our employees but also to the Federal Way community.

BU24-4

Consistent with my interest in an alignment that does not impact the McDonald's restaurant I operate, I support the hybrid station location proposed by the City of Federal Way and delineated in a resolution passed by the city on May 19, 2015:

Section 4, Preferred Station Location in City Center. Based up a detailed analysis of the alternatives, review of the DEIS, and public outreach, the City Council hereby expresses its preference for a hybrid station location generally located along the west side of 23rd Avenue S straddling S 320th Street that would be consistent with an extension to Tacoma along I-5. A conceptual design of this preference is attached hereto as Exhibit A and is incorporated by this reference.

The city's hybrid complements the redevelopment vision for the City Center planning area and will facilitate greater pedestrian activation of the S 320 corridor. These goals are synergistic with my restaurant operation.

BU24-5

For all of these reasons, I respectfully request that Sound Transit select a proposal, which would not result in a taking at the McDonald's located at 2302 S. 320th Street, Federal Way, Washington.

Response to Comment BU24-4

A modified version of the City's proposal has been incorporated in the Final EIS as the Preferred Federal Way Transit Center Station.

Response to Comment BU24-5

Please see Response to Common Comment 11.

No comments



McDonald's
2302 South 320th Street
Federal Way, Washington 98003
(253) 839-8157
Fax: (253) 946-4209

May 21, 2015
Page 4 of 3

Sincerely,

A handwritten signature in black ink, appearing to read "Willie Cho".

Willie Cho
President
Willie Cho Enterprises, Inc.
McDonald's Restaurant
2302 S. 320th St.
Federal Way, WA 98003

Letter FW347

McDonald's (Willie Cho Enterprises, Inc.)

Page 1

Response to Comment BU25-1

Please see responses to Letter FW343.

From: nrrdgal@box920.bluehost.com
 To: [FWLE](#)
 Subject: Comment - SF Federal Way Link Extension
 Date: Friday, May 22, 2015 10:54:28 AM

From: William K Cho <wkcho@comcast.net>

Message Body:
SR 99 Comment:

I-5 Comment: Please see 2.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: May 21, 2015

Federal Way Link Extension
Draft EIS Comments
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Re: Federal Way Link Extension
Impact to: McDonald's Restaurant, 2302 S. 320th St., Federal Way, Washington
King County Tax Parcel ID No. 0921049272 - Map ID No. 7472

To Whom It May Concern:

My name is Willie Cho, and I am the Owner/Operator and franchisee of the McDonald's restaurant located at 2302 South 320th Street, Federal Way, Washington. The real property at the site is owned by McDonald's Real Estate Company. This restaurant opened in 1977, and has been upgraded a number of times through the years, including a major remodel project completed in 2012. I am a minority business owner who has successfully operated this restaurant since 2002.

I write to you today to urge Sound Transit to select an EIS proposal which will not result in an impact to the McDonald's restaurant I operate. This location is one of the busiest and most successful McDonald's in Washington, a fact of which I am extremely proud. A taking of this location would be devastating. I have worked hard over many years to become a valuable member of the business community in Federal Way. This McDonald's is located at the gateway to the city center core of Federal Way. In as much, it is a tremendous and iconic landmark that has served as a valuable point of commerce and very popular gathering spot for the City and its residents. The McDonald's at 320th also has the unique location of being almost exactly halfway between Seattle and Tacoma. It services commuters exceptionally well that travel both the I-5 and Highway 99 corridors.

BU25-1



My organization is one of the largest employers in the City of Federal Way. I currently employ 90 people at this location. My organization provides entry-level jobs to individuals just starting out in the job market, as well as students needing flexible work hours and a dependable employer, with ample opportunity for advancement. We also have the unique ability to be a first generation employer, which fits the incredibly ethnically diverse community of Federal Way. We are very proud to have helped launch so many careers to so many individuals that speak English as a second language as well as launching the careers of many of our youth. The ability to provide job opportunities to our community is ubiquitous with all McDonald Restaurant locations. The ability to provide so many job opportunities, quite literally in the thousands over the years, since its inception, is extraordinary to this McDonald's at 320th because of its unique location resulting in its tremendous volume and popularity within the Federal Way community. A taking at this location would have a detrimental impact to the community because of the loss of these jobs. I don't believe that the EIS adequately considered the potential loss of jobs in its analysis.

Additionally, this McDonald's has a great relationship with the public and private schools within the Federal Way area. We have a unique McDonald's fundraising program called McTeacher's Night. This location is one of the most active in the Seattle area raising thousands of dollars every year to the local schools. This location is also one of the largest restaurant contributors to the local and global Ronald McDonald House Charities through its Canister Give a Hand, Fry and Shake donation and match programs.

A taking at this location would be very damaging to my business, my employees, and the community. My organization provides valuable tax revenues, job resources, training, and support to the community. I would also like to stress that a large portion of business comes through the drive-thru at this location, so any taking of the drive-thru area, even a small portion, would be very damaging if not fatal. The City of Federal Way has prohibited the use of Drive Thru's in the City Center for all restaurants. Because the 320th store was built prior to this law, we are exempt. However, during our major remodel of this location in 2012 we learned any change to the drive thru would result in our loss of conditional use permit. So we did not remodel our drive thru as only maintenance and repair is allowed.

BU25-1

Finally, from an economic point of view, not only the location but also the age of the property allows me as the franchisee to pay a much lower rent from my Franchisor, McDonald's USA LLC. If I am forced to relocate not only will I likely get a much inferior location (leading to lower sales), I will also have a much greater rent factor (leading to lower margins on those lower sales). Because of these factors and the ones described in the preceding paragraphs, it would be difficult, if not impossible, to find a comparable restaurant location. If the condemnation of the McDonald's at 320th occurs it will have a devastating impact not only to my organization and all of our employees but also to the Federal Way community.

Consistent with my interest in an alignment that does not impact the McDonald's restaurant I operate, I support the hybrid station location proposed by the City of Federal Way and delineated in a resolution passed by the city on May 19, 2015:

Section 4, Preferred Station Location in City Center. Based up a detailed analysis of the alternatives, review of the DEIS, and public outreach, the City Council hereby expresses its preference for a hybrid station location generally located along the west side of 23rd Avenue S straddling S 320th Street that would be consistent with an extension to Tacoma along I-5. A conceptual design of this preference is attached hereto as Exhibit A and is incorporated by this reference.

The city's hybrid complements the redevelopment vision for the City Center planning area and will

BU25-1 facilitate greater pedestrian activation of the S 320 corridor. These goals are synergistic with my restaurant operation.

For all of these reasons, I respectfully request that Sound Transit select a proposal, which would not result in a taking at the McDonald's located at 2302 S. 320th Street, Federal Way, Washington.

Sincerely,

Willie Cho
President
Willie Cho Enterprises, Inc.
McDonald's Restaurant
2302 S. 320th St.
Federal Way, WA 98003

Other Comment:

Name: William K Cho
Address: 33236 139th Ter. SE
City: Auburn
State: WA
Zipcode: 98092

Email: wkcho@comcast.net

I live nearby. If so, where?: Auburn

I work in the project area. If so, where?: McDonald's Restaurant, 2302 S 320th St, Federal Way, WA 98003

I own a business nearby. If so, where?: McDonald's Restaurant, 2302 S 320th St, Federal Way, WA 98003

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Letter FW129

McDonald's (William Cho)

Page 1

9

1 methods. Okay. I'm going to make sure I covered all of
2 my points here. Again, when you come to the microphone,
3 I'm going to ask you to start by stating your name and
4 spelling your last name. And that will help ensure that
5 our court reporter documents things accurately. And if
6 you're coming here representing an organization, please
7 mention that as well.

8 Now I'm just going to turn on this mike and
9 make sure we're operational.

10 Can you hear me?

11 THE AUDIENCE: Yes.

12 MS. STRAUSS-CLARK: Okay. Good. We're
13 working then. And this is adjustable too. So if you're
14 like me -- you're shorter -- you can move that up or
15 down. All right. So let's get started.

16 The first speaker is William Cho, followed by
17 Morgan Llewellyn, and Muhammed Saeed.

18 **FW129** MR. CHO: Okay. William Cho. Last name,
19 C-h-o. Good evening, Councilmember Upthegrove and
20 members of the Sound Transit. I appreciate this time to
21 speak. I'm -- my name is William Cho. I'm a member of
22 the -- or I'm the owner and the franchisee of the
23 McDonald's located at 2302 South 320th Street in Federal
24 Way.

25 I received a letter of potential condemnation

BUG-1

Response to Comment BU6-1

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Sound Transit will work closely with each displaced business to determine its needs and help it find a new site if the owner chooses to relocate. Section 4.3, Economics, of the Final EIS describes business and employee displacements. It also evaluates the potential economic effects from displacement of local businesses and employees due to land acquisition for the FWLE. Sound Transit is aware of and appreciates the role of your restaurant in the community.

10

1 back in December. I wanted to address that. In a
 2 couple of different configurations, it shows a tail
 3 track with the switch in facility either taking a
 4 partial or my entire property out. And I just wanted to
 5 say as a -- This restaurant has been part of the
 6 community since 1977. I've been a franchisee there
 7 since 2002.

8 We are a very vibrant and important part of
 9 Federal Way. We are one of -- one or two of the busiest
 BUG-1 10 McDonald's in Western Washington. We employ 90 people
 11 on a regular basis; during that summer high peak season,
 12 over 100. And our ability to not only be a first
 13 employer for Federal Way but also to let those people
 14 grow and learn management skills, I think, is essential
 15 to the community.

16 And I think that Sound Transit needs -- the
 17 EIS needs to investigate that further in terms of
 18 employment. Also, in terms of condemnation or partial
 19 condemnation, it would be devastating to the business
 20 because, one, that location is in a drive-through
 21 only -- has been restricted so that drive-throughs could
 22 no longer be put in through the 320th corridor.

23 So if I were to move, I would lose my
 24 drive-through. I have -- over 80 percent of my business
 25 does go through the drive-through. Also, the other

BUG-2

Response to Comment BU6-2

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Information about affected properties is included in Appendix D4.1. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide Sound Transit will work closely with each displaced business to determine its needs and help it find a new site.

1 thing is that that property is based upon a 1977
2 valuation. So if they were -- if we were condemned, it
3 would -- the exist -- in order to buy an existing
4 property in the 1000 percent location where it is --
5 where it is so busy like that is, one, there's no
6 such -- nothing exists like that.
7 But if they were, it would be so
8 cost-prohibitive. It would not -- it would not make any
9 financial sense, especially to me as a franchisee. So I
10 really implore that when you look at the different
11 options -- I'm not here to really say which option is
12 better.

13 I've talked with many members of the -- of
14 Sound Transit. And I think the most important thing for
15 me is that you just don't take that store out with
16 the -- with the track or the -- or the location of the
17 track, because 150 feet in either direction of course
18 makes a big difference. Thank you.

19 MS. STRAUSS-CLARK: Thank you, Mr. Cho.

20 Up next is Morgan Llewellyn, followed by
21 Muhammed Saeed and I.J. Eustaquio.

22 MR. LLEWELLYN: Thank you. My name is Morgan
23 Llewellyn. Last name is spelled L-l-e-w-e-l-l-y-n. I
24 live in 932 South 293rd Street in Federal Way,
25 Washington. Thank you, Councilmember Upthegrove and

Letter FW138

McDonald's (John Jackson)

Page 1

Response to Comment BU9-1

Please see response to comment BU6-2 in letter FW129.

23

1 this money on buses to transport people much more
2 quickly and expeditiously now. And I don't know where
3 the 25,000-riders-per-day estimate is coming from; but
4 25,000 people with 4,800 parking spots doesn't really
5 seem like that's going to be sufficient. And those
6 would be my main comments.

7 MS. STRAUSZ-CLARK: Up next is John Jackson,
8 followed by James Evans or Evars.

9 Please state your name and spell your last
10 name for the record.

11 **FW138** MR. JACKSON: Yes. My name is John Jackson,
12 J-a-c-k-s-o-n. I'm the Director of Operations for the
13 McDonald's here in Federal Way on 320th. The option --
14 the I-5 Alternative where -- in particular where that
15 station is at -- 23rd Avenue South -- that would be the
16 one that would impact our business.

17 You know, we're potentially relocating that.
18 William Cho spoke a little bit about the -- just, you
19 know, overall -- the financial. Just the move, you
20 know -- losing the drive-through, which is 80 percent of
21 our business. If we were to move somewhere else in that
22 area, we would -- greatly impact us. Just --

23 Again, moving at all also changes the whole
24 financial thing with McDonald's. And this store, we
25 have 8 restaurants that we -- that William owns and

BU9-1



24

1 operates. We use as a hub -- they don't make the
2 store -- size anymore. We use it as a training center
3 for over 400 employees that work for us in Auburn; 5 in
4 Tacoma. We do our orientations there.

5 Our office is there. So our daily, you know,
6 stuff that we do for that. Our payroll person is there;
7 works there on a daily basis. So it would greatly
8 impact us -- moving out. They don't put -- they don't
9 build McDonald's like that anymore, so -- with that kind
10 of space that -- that we could use that for.

BU9-1

11 And, just in general, that location -- I've
12 actually been working here in Federal Way now for
13 4 years. And it's extremely a great location. I've
14 worked at McDonald's for almost 30 now. And just --
15 Again, moving away from I-5 would greatly impact our
16 business as well.

17 So if it was somewhere else and to where the
18 access, you know, for commuters coming off the freeway
19 -- it's -- it's a prime location. Like William said,
20 we've been there almost 40 years now. And then also
21 just that --

22 That area is so congested now, you know. I
23 guess, I have trouble just being -- maybe more new to
24 the city within the last 4 years -- what that would look
25 like having -- stationed right there, at this part of

BU9-2

Response to Comment BU9-2

Chapter 3, Transportation, discusses transportation impacts from the FWLE.

25

1 the city that's so --

2 I -- I personally can't see how cars would get

3 off the freeway, where it's a long wait now in traffic

4 and gridlock at times -- how they would -- if it's

5 introducing more cars there or, you know, how they would

6 turn off in those areas.

7 So, I guess, from a professional standpoint

8 and then just -- just for somebody that visits the city

9 as well, something that, I guess, I -- So we would

10 prefer, obviously, not the 23rd Avenue Station if that's

11 something that comes up. So -- I think that was it.

12 Thank you.

13 MS. STRAUSS-CLARK: Emily, can you check and

14 see if we have any more sign-ups outside?

15 Up next is James Evans or Evars. Please state

16 your name and spell your last name.

17 MR. EVANS: No, that's fine. So James Evans,

18 E-v-a-n-s. I'm actually the restaurant manager for the

19 McDonald's on 23rd and Union. I know you guys heard a

20 lot about us. I just want to kind of talk on behalf of

21 the people involved in the restaurant. I know that

22 Willy, our owner, touched on that.

23 Being a restaurant manager, I get the

24 opportunity to hire up to 90 to 100 people every year.

25 And I think the 23rd Station option would affect us

BU9-2

Letter FW139

McDonald's (James Evans)

Page 1

25

1 the city that's so --

2 I -- I personally can't see how cars would get
3 off the freeway, where it's a long wait now in traffic
4 and gridlock at times -- how they would -- if it's
5 introducing more cars there or, you know, how they would
6 turn off in those areas.

7 So, I guess, from a professional standpoint
8 and then just -- just for somebody that visits the city
9 as well, something that, I guess, I -- So we would
10 prefer, obviously, not the 23rd Avenue Station if that's
11 something that comes up. So -- I think that was it.
12 Thank you.

13 MS. STRAUZE-CLARK: Emily, can you check and
14 see if we have any more sign-ups outside?

15 Up next is James Evans or Evars. Please state
16 your name and spell your last name.

17 **FW139** MR. EVANS: No, that's fine. So James Evans,
18 E-v-a-n-s. I'm actually the restaurant manager for the
19 McDonald's on 23rd and Union. I know you guys heard a
20 lot about us. I just want to kind of talk on behalf of
21 the people involved in the restaurant. I know that
22 Willy, our owner, touched on that.

23 Being a restaurant manager, I get the
24 opportunity to hire up to 90 to 100 people every year.
25 And I think the 23rd Station option would affect us

BU10-1



Response to Comment BU10-1

Please see response to comment BU6-1 in letter FW129.

26

1 dramatically. We'd love for you guys to choose another
2 option other than that one, just because we have up to
3 100 people working for us at a time.

4 It would directly affect my development if we
5 have one less store, other managers' development or
6 potential managers that we would have in the future as
7 well. You know, like Willy touched on earlier, it's a
8 great entry-level position for people to start out or
9 make a career out of it. So, yeah, that's all I can
10 say. Thank you.

BU10-1

11 MS. STRAUZE-CLARK: Okay. Looks like we don't
12 have any other sign-ups. Would anyone like a chance at
13 the microphone?

14 As a reminder, you are also welcome to speak
15 with our court reporter who will be here till 7:00 p.m.
16 So you can feel free to provide any comment to her;
17 she'll take it down verbatim. Or you can use one of the
18 paper forms if you have a comment.

19 I'm now going to hand it back to Councilmember
20 Upthegrove to close out the hearing.

21 MR. UPTHEGROVE: Thank you all for coming
22 tonight. We are done.

23 MR. HENRY: My name is Craig Henry, C-r-a-i-g
24 H-e-n-r-y. I live in Des Moines. I prefer the I-5 --
25 or the 99 to I-5 Alternative for several reasons. I

Letter FW196

McDonald's (William Cho)

No comments

Page 1

47

1 have places where stops finish, you have to create then
2 structures for buses to move around, places to park.
3 That's going to create opportunities for new businesses
4 to come to and work with as well.

5 And I think that's another added feature that
6 we want to look, long-term. Because I think that --
7 ultimately in the end, I think that's going to enhance
8 the community in which we live as well. So, again,
9 that's why I'm supporting SR 99. Thank you.

10 MS. STRAUSS-CLARK: Up next is William Cho,
11 followed by Junhee Han, followed by Suzette Cooke.

12 Please state your name and spell your last
13 name.

14 **FW196** MR. CHO: Hi. William Cho, C-h-o. I'm the
15 McDonald's franchisee located at 2302 South 320th
16 Street. And good evening. Good evening, Councilmember
17 Upthegrove and members of the Sound Transit Board -- or
18 Sound Transit.

19 You know, I would just, first of all, like to
20 say that I really appreciate the accessibility, the
21 transparency, and the -- the informative nature that
22 you're going through this process, through -- from my
23 initial contact with Tralayne Myers at the beginning of
24 this -- last year all the way to meeting you -- to
25 meeting the Board Member -- Councilmember Upthegrove.

Response to Comment BU17-1

Please see responses to comments BU6-1 and BU6-2 in letter FW129.

48

1 You have been very accessible. So thank you very much.

2 Again, I'd like to speak to the McDonald's
3 restaurant that would be potentially condemned at the
4 2302 South 320th location. Again, I implore you to --
5 whichever route you take -- to not take that particular
6 restaurant out. We are a vital member of the community.

7 What I couldn't say yesterday -- I would like
8 to, you know, also say that as a -- as a very busy and
9 vibrant location within Federal Way, we -- one of the
10 things that we're proud of at that location is that
11 we're both a first employer and a first generation
12 employer.

13 So, as a first employer, we -- with a high
14 school right behind me as well as Todd Beamer and
15 Federal Way High School -- so we employ a lot of high
16 school students. But, just as importantly, Federal
17 Way -- which is a crossroads with a lot of ethnicities
18 and first-generation people coming to our country --
19 we -- we provide an opportunity for them to -- to get --
20 to get a job.

21 And we actually -- With a -- with a store of
22 that volume, there's a very vertical nature in which we
23 can accelerate people and -- and train them and give
24 them opportunities. So from -- from whether they decide
25 to stay for a little while, we -- we have programs

BU17-1



1 called like Archways Opportunities which teaches them
2 how to -- it teaches people that speak English as a
3 second language to be more comfortable, you know,
4 utilizing English in a -- in a community and business
5 fashion as well as we -- you know, all the way
6 through -- to those people that want to make this a
7 professional career.

8 I know that you had -- John Jackson, my
9 director, spoke to you yesterday. And I just wanted to
10 let you know that he started his career and he went --
11 and not only was he a director, but he was offered a
12 franchise in -- in Oregon. You know, unfortunately, he
13 has a daughter in need. So he needs to go to Children's
14 Hospital. So he declined that.

15 But that type of vertical opportunities are
16 always available. And it's especially so with those
17 types of stores like the 320th store, which is a very
18 high volume and allows us to hire many people. And if
19 you do take that out, it is not replaceable -- that 1000
20 percent location. So, again, please, please do not
21 condemn me. Thank you.

22 MS. STRAUZ-CLARK: Up next is Junhee Han,
23 followed by Suzette Cooke, followed by Deana Rader.

24 Am I saying the name correctly -- Junhee,
25 J-u-n-h-e-e? J-u-n-h-e-e, and the last name is H-a-n.

1 thing is that that property is based upon a 1977
2 valuation. So if they were -- if we were condemned, it
3 would -- the exist -- in order to buy an existing
4 property in the 1000 percent location where it is --
5 where it is so busy like that is, one, there's no
6 such -- nothing exists like that.

7 But if they were, it would be so
8 cost-prohibitive. It would not -- it would not make any
9 financial sense, especially to me as a franchisee. So I
10 really implore that when you look at the different
11 options -- I'm not here to really say which option is
12 better.

13 I've talked with many members of the -- of
14 Sound Transit. And I think the most important thing for
15 me is that you just don't take that store out with
16 the -- with the track or the -- or the location of the
17 track, because 150 feet in either direction of course
18 makes a big difference. Thank you.

19 MS. STRAUZ-CLARK: Thank you, Mr. Cho.

20 Up next is Morgan Llewellyn, followed by
21 Muhammed Saeed and I.J. Eustaquio.

22 **FW130** MR. LLEWELLYN: Thank you. My name is Morgan
23 Llewellyn. Last name is spelled L-l-e-w-e-l-l-y-n. I
24 live in 932 South 293rd Street in Federal Way,
25 Washington. Thank you, Councilmember Upthegrove and

1 Sound Transit staff members for giving us the
2 opportunity to comment on the Draft Environmental Impact
3 Statement.

4 I own Llewellyn Real Estate, which is a
5 commercial real estate company. It's been serving the
6 South King County community for 25 years. I've
7 represented property owners and municipalities in
8 SeaTac, Des Moines, Kent, and Federal Way, including
9 Alaska Airlines and various governmental organizations.

10 I'm here today to advocate for the route
11 through 509 -- all along 509 -- zip in somewhere near
12 Highline Community College, then back out to I-5.
13 That's the route I'm advocating for today. The route
14 off of Highway 99 protects vital existing commercial
15 properties and hundreds of family wage jobs.

16 If Sound Transit chooses the SR 99 route, it's
17 going to be very disruptive to the existing businesses,
18 including the loss of some very serious companies in
19 our -- in those municipalities. Second thing is, since
20 BU7-1 the time when I was -- My first memories were on Steel
21 Lake. Highway 99 looked very different in 1960 than
22 what it looks today.

23 The communities have spent hundreds of
24 millions of dollars improving State Route 99, making it
25 safe; making it viable for businesses and residences.

Response to Comment BU7-1

Please see Response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

13

1 And Sound Transit is going to be incredibly disruptive
2 to that community. The I-5 route is less costly. It'll
3 allow for future -- and I think it will allow for future
4 advancement of the system quicker down to -- point
5 south. So thank you for this opportunity.

6 MS. STRAUSS-CLARK: Thank you.

7 Up next is Muhammed Saeed, followed by I.J.
8 Eustaquio and Bob Pond.

9 MR. SAEED: My name is Muhammed Saeed. Last
10 name, S-a-e-e-d. I am -- We are the owner of the
11 parcel -- the property north of 304th Street. It's just
12 right on the 99. It's not developed yet. We plan to
13 develop the property and -- commercial and probably
14 maybe office. So my request is just to minimize the
15 negative impact on our project. And so I won't take too
16 much time.

17 So it's a bigger piece of property. It's a
18 4-acre piece of property right on 99, north of 304th
19 Street. So when you are considering this property, so
20 please keep in mind. So I personally request if you
21 guys can minimize the negative impact on our project.
22 Okay. Thank you.

23 MS. STRAUSS-CLARK: Okay. Next on the
24 microphone is I.J. Eustaquio, followed by Bob Pond and
25 Jack Bermingham.



PUBLIC HEARING
 Sound Transit Light Rail Proposal
 City of Federal Way
 May 6, 2015

REBECCA MARTIN, CCE
 President and CEO, Greater Federal Way Chamber of Commerce

On behalf of the Greater Federal Way Chamber of Commerce, thank you for the opportunity to share public comments as we continue to evaluate the proposal of Light Rail in the South Sound region. The Chamber recognizes the work of Sound Transit and thanks you for your efforts on behalf of our regional community.

The business leaders at that Chamber are evaluating both the station locations and the proposed routes within the following criteria: economic potential, regional connection, cost and disruption, and long range vision.

As a Chamber of Commerce, economic development is our highest priority. As we look to grow and diversify our business base, the Chamber does not see Light Rail as a transportation mechanism to pump people from Federal Way to other cities. We see it as a way to transport to Federal Way those future employers who may live in Burien, SeaTac, Seattle, Tacoma, or even Olympia. In its long range vision, the Chamber sees the future of Federal Way as a hub, a destination for business and commerce which is linked east to west with bus lines and north to south with light rail.

The Chamber is evaluating the proposals within the context of regional connection because it is our vision for economic prosperity. The efficient movement of employees, goods, and services will free resources to develop a stronger transportation corridor for freight and other intermodal opportunities.

The Chamber is weighing the cost versus the potential disruption as it relates to transformative business growth. Investment in transportation infrastructure is a shared investment in our future. We all share in the growth of the South Sound region, so we must all share in shouldering the inconvenience that will enhance our economic prospects.

Ultimately, the Chamber is evaluating the proposals for their long range impact on business. We believe any decision of this magnitude should be made for the long term—30 or 50 years out, not an immediate 5 or 10 year plan. The Chamber understands that the continued viability of business requires a strategic vision with decisions that may outlast every one of us in this room today. And that's OK because developing the economic potential of the Federal Way business hub is in the best, long-range interest of the Chamber of Commerce.

Again, thank you for your time. As we continue to address the Light Rail proposals, we are holding another Business Roundtable with Sound Transit on May 12 at 10 a.m. in the Chamber Boardroom. Naturally, you are all invited to attend-- because the way to business success is the Federal Way.

Response to Comment BU11-1

Section 4.3, Economics, of the Final EIS describes the positive and negative economic effects of the FWLE. Section 4.2 and Appendix D4.2 of the Final EIS describe consistency with long-range local and regional plans. Chapter 8 discusses the trade-offs among the alternatives.

BU11-1

1 for a moment to remind everyone: If you would like to
2 make a comment at the microphone, please fill out your
3 name at the sign-up sheet at the welcome desk. There
4 are still plenty of spots left.

5 Up next is Rebecca Martin, followed by Tracy
6 Hills and Elizabeth Kari.

7 Please state your name and spell your last
8 name.

9 **FW135** MS. MARTIN: Rebecca Martin, M-a-r-t-i-n. I'm
10 the CEO of the Greater Federal Way Chamber of Commerce.
11 And on behalf of the Greater Federal Way Chamber of
12 Commerce, I want to thank you for the opportunity to
13 share public comments as we all continue to evaluate the
14 proposal of light rail in the South Sound Region.

15 The Chamber recognizes the work of Sound
16 Transit and thanks you for your efforts on behalf of our
17 regional communities. The business leaders at the
18 Chamber are evaluating both the station locations and
19 the proposed routes within the following criteria:
20 Economic potential, regional connection, cost and
21 disruption, and long-range vision.

22 **BU8-1** As a chamber of commerce, economic development
23 is our highest priority. As we look to grow and
24 diversify our business base, the Chamber does not see
25 light rail as a transportation mechanism to pump people

Response to Comment BU8-1

Section 4.3, Economics, of the Final EIS describes the positive and negative economic effects of the FWLE. Section 4.2 and Appendix D4.2 of the Final EIS describe consistency with long-range local and regional plans. Chapter 8 discusses trade-offs among the alternatives.

1 from Federal Way to other cities. We see it as a way to
2 transport to Federal Way those future employers and
3 employees who may live in Burien, SeaTac, Seattle,
4 Tacoma, or even Olympia.

5 In its long-range vision, the Chamber sees the
6 future of Federal Way as a hub, a destination for
7 business and commerce which is linked east to west with
8 bus lines and north to south with light rail. The
9 Chamber is evaluating the proposal within the context of
10 regional connections because it is our vision for
11 economic prosperity.

12 The efficient movement of employees, goods,
13 and services will free resources to develop a stronger
14 transportation corridor for freight and other intermodal
15 opportunities. The Chamber is weighing the costs versus
16 the potential disruption as it relates to transformative
17 business growth.

18 Investment in transportation infrastructure is
19 a shared investment in our shared future. And we all
20 share in the growth of the South Sound Region, so we
21 must all share in shouldering the inconvenience of
22 enhancing our economic prospects.

23 Ultimately, the Chamber is evaluating the
24 proposals for the long-range impact on business. We
25 believe any decision of this magnitude should be made

21

1 for the long-term -- 30 years, 50 years -- not an
2 immediate 5- or 10-year plan.

BUG-1
3 The Chamber understands that the continued
4 viability of business requires a strategic vision with
5 decisions that may outlast every single one of us in
6 this room today. And that's okay, because developing
7 the economic potential of Federal Way as a business hub
8 is in the best long-range interest of the Chamber of
9 Commerce.

10 Again, thank you for your time. As we
11 continue to address the light rail proposals, the
12 Chamber is holding another business roundtable with
13 Sound Transit on May 12th as we continue to seek input
14 from our business community. Naturally, you are invited
15 to attend because the way the business success is the
16 Federal Way.

17 MS. STRAUSS-CLARK: Okay.

18 Up next is Tracy Hills, followed by Elizabeth
19 Kari and John Jackson.

20 Please state your name and spell your last
21 name.

22 MR. HILLS: I'm Tracy Hills, H-i-l-l-s. And I
23 would like Sound Transit to build the light rail -- 99
24 to I-5 Alternative. I would like -- and the -- the old
25 transit center. Make the light rail go into the 320th

Letter FW299

Greater Federal Way Chamber of Commerce

No comments

Page 1

From: [Rebecca Martin](#)
To: [FWLE](#)
Cc: ["Lori Santamaria"](#); ["Lisa Skari"](#); ["Kim Zier"](#); ["Budi Alcott"](#); ["Shawn Stattery"](#); ["Dan Altmayer"](#); ["Erin Colwell"](#); ["Robin Corak"](#); ["Kahal Gill"](#); ["Douglas Hedrick"](#); ["Bob Rosener"](#); [msims@1.newyorklife.com](#); ["Stettevold, Cindy"](#); ["Sally McLean -ESZ"](#); [Levy, Chelsea](#); [Ridao, Cathal](#)
Subject: Chamber Comment. Light Rail. Federal Way Extension
Date: Tuesday, May 19, 2015 12:27:22 PM
Attachments: [image001.png](#)
[LR Statement_GEWCC 5.19.2015.pdf](#)

May 19, 2015

Dear Sound Transit Board of Directors:

On behalf of the business community at the Greater Federal Way Chamber of Commerce, thank you and the Sound Transit staff for the focus dedicated to the development of Light Rail in the South Sound. Working with the Sound Transit team over these past 15+ months, has allowed the Chamber to keep our business leaders informed with the progression of this impactful initiative—through Business Roundtables, Luncheon presentations, meetings, and a range of communication outreach.

Attached to this email please find a Statement of Principles regarding the Draft EIS Summary for the Sound Transit Light Rail Proposal, Federal Way Link Extension. As you will note in our Statement, the Chamber's priorities follow four guiding principles: economic development, regional workforce connection, the cost of strategic growth and a long-term vision for our transportation system. We are particularly interested in ridership, population growth, and opportunities to further develop the economic potential of our region as it relates to higher education, supply chain delivery, professional services, and other industry segments.

Again, thank you for all you do on behalf of our regional community. If you have any further questions, please don't hesitate to contact me.

Sincerely,

Rebecca Martin, CCE | President & CEO

Greater Federal Way Chamber of Commerce | 31919 1ST Ave So. | Federal Way WA 98003

P: (253) 838-2605 | E: rmartin@federalwaychamber.com

[linkedin.com/in/rmartingreaterseattle](https://www.linkedin.com/in/rmartingreaterseattle)



STATEMENT OF PRINCIPLES
Sound Transit Light Rail Proposal, Federal Way Link Extension

“Economic Development: a set of theories, policies, and practices aimed at building a geographic area’s long-term structural capacity for economic growth, by fostering a skilled workforce, strong infrastructure, and an inter-related network of firms.” CTOD

The Greater Federal Way Chamber of Commerce identifies transportation infrastructure as a legislative priority, recognizing the necessary investment of mass transit/light rail to meet the growing demands of a growing residential and business community. We welcome Sound Transit’s investment in South King County and encourage Sound Transit to evaluate an alignment that is favorable to economic development and commuter demands.

BU19-1

The business leaders at that Chamber have evaluated both the station locations and the proposed routes and have four guiding principles: economic development, regional workforce connection, cost of strategic growth, and long-range vision.

ECONOMIC DEVELOPMENT

As a Chamber of Commerce, economic development is our highest priority. As we look to grow and diversify our business base, the Chamber does not see Light Rail as a transportation mechanism to move people from Federal Way to other cities. We see it as a way to bring to Federal Way those future employers and employees who may live in Burien, SeaTac, Seattle, Tacoma, or even Olympia. In its long range vision, the Chamber sees the future of Federal Way as a hub, a destination for business and commerce which is linked east to west with bus lines and north to south with light rail. We urge Sound Transit to view the Federal Way Link Extension similarly.

The Chamber understands that Transit Oriented Development (TOD) as presented in the EIS Draft delineates the potential availability for economic growth and that actual development remains the purview of our local stakeholders. The Chamber looks to national statistics which show business and industry tends to locate in higher density, transit-served locations, making transportation a critical economic development component for the South Sound region.

The study, “Transit and Regional Economic Development” from the Center for Transit Oriented Development (CTOD), notes a number of key summary findings which apply to not only Federal Way but also the South Sound. ¹ Seattle was one of the 34 regions with U.S. metropolitan areas with fixed guide-way transit which were studied.

BU19-2

“Although employment has been sprawling away from central business districts for the past century, jobs have not dispersed evenly, either in terms of geography or industry. Certain high skill “knowledge-based” industries, which include Professional, Scientific and Technical services, Information, Finance, and Insurance sectors are more likely to locate in central business districts and higher density regional employment areas.

Approximately one quarter of the jobs in the 34 transit regions studied were located near transit. In 2008, 23 percent of all employment in the transit regions was located within a half-mile of existing fixed-guideway transit stops. This accounts for more than 14 million transit accessible jobs nationwide.

Response to Comment BU19-1

All FWLE alternatives would serve a similar number of riders, and bus service would be added or modified to provide access to stations.

Response to Comment BU19-2

The Final EIS includes an updated analysis of potential transit-oriented development for each station area in Section 4.2, Land Use, of the Final EIS. Your comment about TOD opportunity and local development purview has been noted.

System size is a critical factor driving the share of employment located near transit. The greater the number of stations in a region's transit system, the greater the share of its jobs were accessible by transit ... This finding suggests the benefits of a transit-oriented location for businesses are strongly related to the extent of the accessibility that the system can confer.

BU19-2

There appears to be a relationship between employment density and the sectorial mix found in a transit area. The sectorial mix of jobs within a station area skews to more knowledge based firms when the stations areas have higher employment densities. Knowledge-based industries compose 45 percent of jobs in transit zones with a very high employment density.

Employers value access to transit, and this is reflected in the growth of jobs in the transit areas. The number of jobs in transit locations is growing, especially in high-skill sectors like knowledge based industries. This suggests that there continues to be demand for infill locations, especially in downtowns and higher density employment centers. Therefore, there may be further opportunities for planners and policy makers to capitalize on this demand and work to encourage specific types of businesses to locate and expand near transit. This effort will require strong coordination between metropolitan planning organizations, regional economic development agencies, transit agencies, and local jurisdictions to enact policies that can support and encourage both existing and future employment uses in transit-rich locations." (Center for Transit-Oriented Development, 5-6).

REGIONAL WORKFORCE CONNECTION

The Chamber believes the proposals be evaluated within the context of regional connection because it is our vision for economic prosperity. In fact, businesses located near each other in urban areas can take advantage of specialized labor, share local suppliers, and benefit from interactions that promote new ideas and entrepreneurship.² Transit is particularly impactful for greater Federal Way as US Census data notes roughly 42% of existing businesses can be categorized as knowledge-based—a prime employment sector related to transit systems.

Transit decisions should maximize regional employment access. The Draft EIS notes that 2/3 of the light rail ridership emanates from Federal Way. Ridership in the plan notes a difference of more than 200,000 riders annually, between the two proposed routes, indicating where the density of employees commuting to work reside. In terms of workforce connection, the Draft EIS notes that even a two block separation from the transit center reduces ridership by 5-10%. From the Chamber's perspective all of this indicates the need to consider the Light Rail proposals within the enhanced perspective of its own connection with other transportation systems, including such organizations as King County Metro and the Northwest Seaport Alliance, as part of a comprehensive, integrated, transportation system for the South Sound region.

BU19-3

The Greater Federal Way Chamber believes that Federal Way is an economic engine which is a centrally-located, vision-oriented, result-driven business hub, supporting a range of enhanced development opportunities with institutions of higher education, supply chain delivery, recreation, performing arts, and retail, as well as technology, medical, and professional services—and more. Diversifying the business base in the greater Federal Way requires not only land available for development, but also a strategic understanding of what our current economic base needs for steady, sustainable growth.

The efficient movement of employees, goods, and services will free resources to develop a stronger transportation corridor for freight and other intermodal opportunities. We see this clearly in our region as greater Federal Way encompasses two working ports whose related economic activity is affiliated with \$138 billion in total economic activity in the state, which is 1/3 of Washington's GDP. In fact, the ports have a direct jobs impact of 18,900 and 5,500 of those are related to surface transport.³ According to the study, "The Economic

Response to Comment BU19-3

Please see Chapter 1, Purpose and Need for Federal Way Link Extension, in the Final EIS. It describes the regional growth trends and the need for the project, including north-south transit demand and connections to regional growth centers. Sound Transit developed the FWLE in coordination with regional and local transit agencies. A Conceptual Transit Service Plan for all FWLE alternatives was coordinated with King County Metro and would add a new local route between Des Moines and Federal Way. All FWLE alternatives would serve a similar number of riders, and bus service would be added or modified to provide access to stations. Chapter 8, Alternatives Evaluation, includes a comparison of alternatives and shows the trade-offs between alternatives, including ridership, cost, and environmental impacts. Chapter 3, Transportation Environment and Consequences, discusses the existing freight mobility and access in Section 3.4.7 and potential impacts on freight from the project in Section 3.5.7. Chapter 5, Construction, describes impacts on freight during construction in Section 5.2.1.7.

Impact of Marine Cargo at the Ports of Tacoma and Seattle,” surface transportation is one of the four economic impactor sectors for the ports.

BU19-3

“The surface transportation sector consists of both the railroad and trucking industries. These sectors are responsible for moving the various cargoes between the marine terminals and their inland origins and destinations. Two mainline railroads serve the Ports of Tacoma and Seattle, the Burlington Northern/Santa Fe and the Union Pacific railroads. In general, the railroads play a key part in the Port’s ability to function as leading internal ports. Furthermore, the railroads are integral in the movement of grain and autos from Midwestern states to the Ports.

Many local and national trucking firms serve the marine terminals, as do numerous individual owner-operators. Trucking firms are involved in distributing local containerized cargo (both full container loads, as well as less-than-container load (LCL) cargo). Typically, trucks distribute the imported containers moving locally, as well as to Canada, and move to export containers originating the Tacoma/Seattle area to the marine terminals for export. Truck transportation is also the major mode used for moving Alaskan-bound cargo to the marine terminals; trucks are also a primary mode to distribute the dry bulk products, as well as logs.” (Martin Associates: 4)

COST OF STRATEGIC GROWTH

The Chamber weighed the cost versus the potential disruption as it relates to transformative business growth. Investment in transportation infrastructure is a shared investment in a future that builds a long-term structural capacity for economic development in the South Sound region.

BU19-4

No matter which route or station location is chosen, businesses will be inconvenienced—directly and indirectly. The Chamber recognizes that Sound Transit will provide a full-suite of relocation services to mitigate disruption of affected businesses. Those resources also provide the opportunity to develop new, strategically sustainable business densities throughout the business corridors.

LONG RANGE VISION

For the Chamber of Commerce, it is paramount that the proposals be evaluated for their long range impact for business development. We believe any decision of this magnitude should be made for the long term—30 or 50 years out, not the immediate five or 10 year plan. The Chamber understands that the continued viability of business requires a strategic vision that lasts far beyond the tenure of those making the decision today.

As the Light Rail project moves forward, the Chamber encourages Sound Transit to take an accessibility-based approach in its long-range planning for transportation in the South Sound, incorporating opportunities for intermodal development. In his report, “Evaluating Transportation Economic Development Impacts,”⁴ for the Victoria Transport Policy Institute, Todd Litman notes that an accessibility approach provides efficiency and value for transportation resources.

BU19-5

“Accessibility-based planning expands the range of solutions that can be applied to solve transport problems, including some strategies that reduce total vehicle travel, for example, by improving alternative modes (walking, cycling, ridesharing, public transit, etc.), encouraging more efficient use of existing transport resources (such as more efficient road, parking, insurance, and fuel pricing, and roadway management that favors more efficient modes and higher value trips, such as high-occupant and freight vehicles), more accessible (more compact, mixed, connected, multi-modal) land use development, and improved mobility substitutes (telecommunications and delivery services). These strategies can result in more efficient use of transport resources, for example, by encouraging travelers to shift to more resource efficient modes (walking, cycling, ridesharing, public transit, telework) when feasible, so higher value vehicles (freight, service, bus, urgent personal errands, etc.) can travel unimpeded by congestion.” (Litman: 8)

Response to Comment BU19-4

Section 4.3, Economics, describes the potential economic impacts of displaced businesses as well as the potential for economic benefits from the project. Chapter 5, Construction, describes economic impacts from FWLE construction in Section 5.2.4. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

Response to Comment BU19-5

After the Sound Transit Board identified the Preferred Alternative, Sound Transit held stakeholder workshops with local jurisdictions and stakeholders to help identify improved access to the Preferred Alternative station areas. Sound Transit also coordinated further with King County Metro on transit restructuring to serve these stations. Sound Transit will continue to work with the local jurisdictions and transit agencies in the FWLE corridor regarding access. Section 4.2, Land Use, describes the potential for redevelopment near station areas. Access to each station location was one of the four categories used to assess which station locations would be most supportive of transit-oriented development.

BU19-5

Developing the economic potential of the Federal Way business hub is in the best, long-range interest of the Chamber of Commerce. The Chamber has worked with our stakeholders to identify a myriad of challenges and a systemic way to consider the potential for our future success. We believe the framework as delineated above is a strong evaluative guide for proposed light rail routes and station and offer it for consideration as Sound Transit addresses light rail in a manner which the allows the most businesses and riders to be served as we work together for our mutually beneficial, long-term, regional strategic vision.

Submitted for consideration to the Sound Transit Board of Directors as part of the public comment for the Draft EIS Summary, Federal Way Link Extension, by the Greater Federal Way Chamber of Commerce, Inc., on this 19th day of May, 2015.

¹ Center for Transit-Oriented Development. "Transit and Regional Economic Development." May 2011. <http://ctod.org/pdfs/2011TransitandRegionalED.pdf>

² Puga, Diego. *Journal of Regional Science*, February 2010, Vol. 50 Issue 1, pp. 203-219.

³ Martin Associates. "The Economic Impact of Marine Cargo at the Ports of Seattle and Tacoma." September 2014.

⁴ Litman, Todd. Victoria Transport Policy Institute, "Evaluating Transportation Economic Development Impacts: Understanding How Transport Policy and Planning Decisions Affect Employment, Incomes, Productivity, Competitiveness, Property Values and Tax Revenues." August 2010.

Letter FW165

Yang, David

Page 1

May 7, 2015

Tralayne Myers
Community Outreach Specialist
Sound Transit

RE: Possible Economic and Environmental Impacts against Low Income Residential Community
By Light Rail Station in Kent/Des Moines:

Ms. Tralayne Myers,

BU12-1 [As I had previously stated, I hereby oppose alternatives that may impact our low income residential communities located at 23656 30th Ave S., Kent for the following facts:

BU12-2 [1. Costs of constructing a new mobile home community and two story house will be extremely high while there are no available property to purchase for replacement, and even with that the costs of building will be well over \$100K per mobile home site. Current market value of this investment property is \$4m plus - and it's virtually impossible to build replacement community under the current strict requirements by EPA and by governmental agencies including county & state. The biggest trouble is there's no available land or existing mobile home community to purchase within the proximity from our current location & nothing in King County.

BU12-3 [2. As I had mentioned, all mobile homes in our community were built in 1970 or older and those homes are not permitted to relocate to another location under the strict statue of governmental rules. This will result huge number of residents to lose their homes and become homeless without other option. The residents of our community could not afford to rent high cost apartment or other rental housing, further they are entertaining ownerships and freedom of living in our community that is almost same as living in their own house. Eliminating such privileged rights under this Grand Clock Community will create an economic hardship and inevitable chaotic human disaster to all of our residents and huge number of their children of our community.

I support "SR 99 ALTERNATIVE" that will be the best option with lowest impact to the residential housing.

BU12-4 [I oppose following Route and Station Alternatives for the reasons & facts above:

- > I-5 ALTERNATIVE
- > I-5 to SR 99
- > SR 99 to I-5 ALTERNATIVE

David Yang
Property at: 23656 30th Ave. S., Kent, WA.

Response to Comment BU12-1

Please see Response to Common Comment 3 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment BU12-2

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

Response to Comment BU12-3

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide, including for mobile home owners. Please see Response to Common Comment 3.

Response to Comment BU12-4

Please see Response to Common Comment 3.

Cost of Replacement:

My property : @125,000 x 35 spaces = \$4,375,000 (with 2.539 acres land)

Mobile Home Tenants: @45,000 x 35 homes = \$1,575,000 to buy them out (those homes not relocatable due to age)

Next door Park : @125,000,000 x 20 = \$2,500,000 (not relocatable)

Total estimated cost of purchase for two Parks : \$8,450,000 (not including cost of land)

No comments



1 homes. And so we understand the importance of providing
2 those people with alternative places to live and moving
3 expenses and things of that nature. So thank you again
4 for your time, and I appreciate working with you.

5 MS. STRAUSS-CLARK: Thank you.

6 And up next is Shannon Shamseldin, followed by
7 Travis Farrell and then a group of three -- Laura Yanez,
8 Latonya Brisbane, and Ruth Krizan.

9 Please state your name and spell your last
10 name for the record.

11 **FW179** MR. SHAMSELDIN: Yes. Shannon Shamseldin,
12 spelled S-h-a-m-s-e-l-d-i-n. And I want to start off by
13 saying thank you so much for having -- giving us the
14 opportunity to talk. Everybody here obviously -- what a
15 great group and a beautiful campus. I've never been
16 here, frankly. It's just incredible.

17 A couple of things -- And, also, I just want
18 to say that you have an incredible group. I met
19 everybody -- Cahill, Chelsea, Tulane, and Mike -- good
20 group that represents Sound Transit.

21 My story is a basic one. My family -- my
22 grandmother and grandfather -- a great immigrant story.
23 They moved here from Lebanon in the 1930s, worked as a
24 cook and a waitress and built -- and purchased some
25 property next door, across the street, which is a chunk

1 of land about 10 acres between 208th and 211th on the
2 west side of International Boulevard -- just below the
3 airport. So it's right at the first turn that you guys
4 are going to be making your decision on.

5 Our -- my grandmother raised four boys as a
6 single mom, as my grandfather passed away, using that
7 property as -- for revenue. And since then -- my father
8 came of age, and he was able to entice Alaska Airlines
9 and -- at that time, Christian Faith Center and then
10 Alaska Airlines -- to build a beautiful building, a
11 60,000-square foot building that has 250-300 people
12 working there, plus an O'Reilly Building right up the
13 road.

14 The reason I'm here today is we -- Seeing how
15 the possible transit runs flow, we are very worried that
16 that has a profound potential impact -- our tenants, in
17 conjunction with the jobs that they bring to the
18 community; also, of course, our family. And we -- we
19 would very much like to see either an I-5 Route, as we
20 do believe it gives the opportunities we're looking for.

21 But also if -- if 99 is deemed as the best and
22 only option, our hope is that the Board would consider
23 an early entry into the 99 Route area. And it really --
24 and run down the center strip rather than cut off the
25 face of all the properties and our ability to develop

BU14-2



Response to Comment BU14-1

Please see Response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment BU14-2

Please see Response to Common Comment 11. Section 4.3, Economics, of the Final EIS describes the positive and negative economic effects of the FWLE.

BU14-2

1 those properties into something that you guys would all
2 be proud of and want to work in and have jobs in. So
3 that's really our plea and our -- And that's really all
4 I have to say. Thank you.

5 MS. STRAUZ-CLARK: Next up is Travis Farrell,
6 followed by the group led by Laura Yanez, followed by
7 Ariana Thomas.

8 Please state your name and spell your last
9 name.

10 MR. FARRELL: Travis Farrell, F-a-r-r-e-l-l.
11 So we purchased the Plaza Shopping Center a couple of
12 years ago. For any of those of you who don't know where
13 it is, it's on the corner of I-99 and Kent/Des Moines
14 Road. It's the Goodwill, the Market, Los Cabos,
15 Starbucks, Subway. It's on about 7 acres of property,
16 and our tenants employ about 120 people daily.

17 So our -- What we'd like to see is the I-5
18 Alignment. We'd like -- we'd like the transit stop
19 coming down to the 30th and just north of South 240th.
20 But a lot of our tenants and, I think, other businesses
21 along the I-99 are still recovering from the downturn.
22 And they're finally starting to get somewhere.

23 And if this -- if the alignment comes down the
24 99, it could severely impact their ability to continue
25 that growth. So that's what we would like to see done.

Letter FW180

La Plaza Center LLC (Travis Farrell)

Page 1

25

1 those properties into something that you guys would all
2 be proud of and want to work in and have jobs in. So
3 that's really our plea and our -- And that's really all
4 I have to say. Thank you.

5 MS. STRAUSS-CLARK: Next up is Travis Farrell,
6 followed by the group led by Laura Yanez, followed by
7 Ariana Thomas.

8 Please state your name and spell your last
9 name.

10 **FW180** MR. FARRELL: Travis Farrell, F-a-r-r-e-l-l.
11 So we purchased the Plaza Shopping Center a couple of
12 years ago. For any of those of you who don't know where
13 it is, it's on the corner of I-99 and Kent/Des Moines
14 Road. It's the Goodwill, the Market, Los Cabos,
15 Starbucks, Subway. It's on about 7 acres of property,
16 and our tenants employ about 120 people daily.

17 So our -- What we'd like to see is the I-5
18 Alignment. We'd like -- we'd like the transit stop
19 coming down to the 30th and just north of South 240th.
20 But a lot of our tenants and, I think, other businesses
21 along the I-99 are still recovering from the downturn.
22 And they're finally starting to get somewhere.
23 And if this -- if the alignment comes down the
24 99, it could severely impact their ability to continue
25 that growth. So that's what we would like to see done.

Response to Comment BU15-1

The Preferred Kent/Des Moines Station would be on the west side of 30th Avenue S. Please see Response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

1 [And, hopefully, Sound Transit will work with the cities
 BU15-2 involved to find the most cost-effective and best use of
 3 land.

4 MS. STRAUZ-CLARK: Next up are three
 5 people -- Laura Yanez, Latonya Brisbane, and Ruth
 6 Krizan -- followed by Ariana Thomas, followed by Kevin
 7 Morris.

8 Please state your names and spell your last
 9 names.

10 MS. YANEZ: Laura Yanez, Y-a-n-e-z.

11 MS. BRISBANE: Latonya Brisbane,
 12 B-r-i-s-b-a-n-e.

13 MS. KRIZAN: Ruth Krizan, K-r-i-z-a-n.

14 MS. Yanez: My name is Laura Yanez. And I'm
 15 the Student Body President, and this is my team. We all
 16 three are in the student government.

17 So the student government have been thinking
 18 about how to approach and how to have input in this
 19 project. That is their only -- going to impact our
 20 students, but also our community.

21 So we decide to bring a resolution to present
 22 the students. And this resolution passed in our student
 23 government council meeting on May 5th. And I have
 24 copies of that. So tonight, in behalf of the 17,000
 25 students registered at Highline College, we resolve to

Response to Comment BU15-2

Sound Transit continues to work closely with all the cities in the FWLE corridor regarding the FWLE.

Letter FW581

La Plaza Center LLC

Page 1

No comments

From: [Travis Farrell](#)
To: [FWLE](#)
Cc: [Jonathan Cheng](#); [Ann M. Gyal](#)
Subject: Federal Way Link Extension DEIS Comments
Date: Tuesday, May 26, 2015 1:45:06 PM
Attachments: [La Plaza Center LLC - Public Comment Letter.pdf](#)

To Sound Transit Officials:

Attached please find a public comment letter in reference to the Federal Way Link Extension Alignment Options on behalf of La Plaza Center LLC, owner of the La Plaza Shopping Center.

Please feel free to contact me directly with any questions or comments. I look forward to hearing from you with regard to the determination of the preferred alignment option.

Best,
Travis

TOURMALINE CAPITAL

Travis S. Farrell
2445 Fifth Avenue, Suite 210 | San Diego, CA 92101
Tel: (619) 696-8606 | Fax: (619) 308-6600

LA PLAZA CENTER LLC

2445 Fifth Avenue, Suite 210 | San Diego, CA 92101
Tel: (619) 696-8606 | Fax: (619) 308-6600

May 26, 2015

Attention: Federal Way Link Extension DEIS Comments
Sound Transit
Union Station
401 S. Jackson Street
Seattle, WA 98104

Re: *Federal Way Link Extension Alignment Options*

To Sound Transit Responsible Officials:

Thank you for inviting public comment on the Draft Environmental Impact Statement (“DEIS”) for the Federal Way Link Extension of Sound Transit’s light rail system. La Plaza Center LLC owns the La Plaza Midway Shopping Center (“La Plaza Shopping Center”), located at the southwest corner of the intersection of SR 99 and Kent-Des Moines Road. The shopping center is located partially in the City of Kent, and partially in the City of Des Moines. La Plaza Center has been actively monitoring the Federal Way Link Extension project since it was notified that certain alignment options, if selected, would impact its property. We or our representatives have attended various public hearings, open houses, and City Council meetings regarding the proposed light rail alignments. At this time, La Plaza Center would like to comment on the alternate routes under consideration for the Federal Way Link Extension. We understand that the Sound Transit Board may select a preferred alternative this summer for further study in its Final Environmental Impact Statement (“FEIS”). We encourage Sound Transit to select a preferred alternative that protects the future of La Plaza Shopping Center and other existing businesses along SR 99.

BU40-1

As do many property owners, La Plaza Center recognizes the benefits that light rail can bring to the region. The Link Extension project should be structured, however, in a manner that minimizes harm to property owners, businesses, residents and local jurisdictions. Outlined below are La Plaza Center’s primary concerns.

BU40-2

I. The FEIS Should Study the I-5 Alignment with a Transit Station at Kent/Des Moines SR 99 East or along 30th Avenue South as the Preferred Alternative.

The ownership group of La Plaza Midway Shopping Center is very concerned that aligning light rail down SR 99 would create severe adverse land use, traffic, and construction impacts to businesses, property owners, and cities. These impacts appear to be avoided or attenuated by selecting the I-5 alignment. We understand that there is a contingent that believes that the SR 99 alignment supports transit oriented development (“TOD”). However, the key component to supporting TOD is the location of stations along the alignment, not the alignment

BU40-3

Response to Comment BU40-1

After considering the Draft EIS and the public and agency comments received, the Sound Transit Board identified the I-5 Alternative with the Kent/Des Moines SR 99 East Station Option as the Preferred Alternative.

Response to Comment BU40-2

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Sound Transit is committed to mitigating project impacts. Sound Transit would compensate affected property owners according to the provisions specified in Sound Transit’s adopted Real Estate Property Acquisition and Relocation Policy, Procedures, and Guidelines. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide. The other sections of Chapter 4 include details about proposed mitigation for other long-term FWLE impacts. Proposed mitigation for the Preferred Alternative is described in detail in Appendix H.

Response to Comment BU40-3

Please see response to comment BU40-1 in this letter and Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

BU40-3 itself. For the section of light rail from SeaTac to Midway, an I-5 alignment with a transit station at a Kent/Des Moines SR 99 East location (which station location might be adjusted to the west side of 30th Avenue South) provides the proximity to SR 99 that supports TOD. At the same time, this combination would limit significant adverse impacts to the existing businesses along this corridor, like the La Plaza Shopping Center. La Plaza Shopping Center and other businesses along SR 99 are recovering after the recession and would be severely impacted by the construction impacts and permanent alignment along SR 99. Local residents who work and shop on this corridor also would be impacted.

2. The FEIS Preferred Alternative Should be Cost Effective and Support Local Priorities.

The SR 99 alignment is the most expensive reviewed in the DEIS. It involves both public and private cost impacts. The existing developed businesses along SR 99 have higher property values that result in higher costs for Sound Transit property acquisitions. In Sound Transit expenses alone, the SR 99 Alternative is projected to cost \$350 million more than the I-5 Alternative, a 25% cost increase. This figure does not take into account other increased economic impacts of the SR 99 Alternative. The disruption to businesses along SR 99 during construction and beyond will impact tax revenue for the cities along the route, amplifying the public cost of the SR 99 alignment. Business disruption will impact commercial revenue and jobs. In addition, the sheer number of commercial properties impacted by the SR 99 alignment, compounded by the complexity of valuing business properties, would greatly increase the transactional cost of this route. In contrast, an I-5 alignment with the transit station at or near Kent/Des Moines SR 99 East would minimize business disruption and impacts to tax revenues, support TOD, and cost less to construct.

The impacts to businesses along SR 99 are significant. The SR 99 Alternative would impact 209 commercial and institutional (C & I) properties, displace 104 businesses and displace 580 employees. In comparison, the I-5 Alternative would affect only 70 C & I properties, and displace 29 businesses and 260 employees. DEIS Table 4.3-5. Locating the Kent/Des Moines transit station to the East side of SR 99 increases business impacts of the I-5 Alternative somewhat, but not to degree of impact generated by the SR 99 alignment. Moreover, the City of Kent has proposed a shift in the Kent/Des Moines transit station to the west side of 30th Avenue South, which could reduce impacts to commercial properties, businesses and employees. The FEIS should study the Kent/Des Moines station variant proposed by the City of Kent. Kent points out that this shift would provide a better TOD site as well as provide good pedestrian access to Highline Community College. Sound Transit should select an alignment like this that reduces costs and impacts while providing TOD opportunities.

3. The FEIS Should Provide Greater Detail Regarding Property and Business Impacts.

The DEIS is unclear in how it designates a property impact as full or partial. Of the 209 property impacts created by the SR 99 Alternative, 171 are listed in the partial category. The DEIS states that in some instances of "partial" acquisition, some business or residential units will be displaced. DEIS at 4.1-2. The DEIS states that property impacts may appear inflated because many partial acquisitions are deemed "sliver" acquisitions. DEIS at 4.1-4. Sliver impacts are

page 2

Response to Comment BU40-4

Section 4.3, Economics, describes the business and employee displacements as well as property tax impacts from all FWLE alternatives. Section 5.2.4 in Chapter 5, Construction Impacts, of the Final EIS describes effects of construction on local businesses and the local tax base and identifies mitigation measures. In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some impacts would be unavoidable. Please see Response to Common Comment 2. The Preferred Kent/Des Moines Station would be on the west side of 30th Avenue S, which is consistent with the proposal from the City of Kent.

Response to Comment BU40-5

Appendix D4.1, Potentially Affected Parcels, of the Final EIS presents the likely property acquisitions based on the conceptual designs and existing conditions at the time the analysis was conducted. The information provided is intended to show the magnitude of potential impacts associated with each alternative and allow for a comparison among alternatives. As described in Appendix D4.1, impacts on individual properties could change as the design is refined. Appendix F, Conceptual Design Drawings, provides more detail on potential impacts on specific properties from each alternative. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

BU40-5	<p>described as being small in size and not affecting the use of the property. Owners have not been provided the level of detail needed to assess whether the impact of particular alignments to their affected parcels would fall into “full”, “partial”, or “sliver” acquisition categories.</p> <p>Moreover, the taking of even slivers of property for right of way widening can have a significant impact on street appeal or access, and therefore impact businesses and their clientele. Sound Transit should confirm that any impact to a structure, entrance, access, walkways, or street appeal, would not be considered a “sliver” impact.</p>
BU40-6	<p>The SR 99 Alignment lists four La Plaza Shopping Center parcels as impacted by the alignment and most of the station options for that alignment. DEIS Table 04.1-1. In contrast, the I-5 Alternative and station options do not impact La Plaza Shopping Center. The impact to La Plaza Shopping Center is greater than one might think if one viewed each parcel individually as a separate partial acquisition. For an enterprise such as La Plaza Shopping Center, each business supports the shopping center as a whole, and an impact to one business creates an impact for all. In this regard, the DEIS practice of designating a property impact as “partial,” because Sound Transit needs only a portion of the property, may actually under represent the property impact. For example, many businesses rely upon a shared customer base. If a business is set back from SR 99 and not “taken” for the alignment, but it relies upon shared customers with a business that is taken, that impact is not accounted for in the DEIS.</p> <p>4. The SR 99 Alignment Creates Significant Adverse Traffic and Noise Impacts to Businesses along the Alignment During Construction and Ongoing Operations.</p> <p>SR 99 through Kent/Des Moines is a highly used and congested transportation corridor. The intersection of SR 99 and Kent/Des Moines Road is one of the most congested intersections in the project corridor. DEIS at 4.6- 12. It has the highest modeled carbon monoxide concentrations reported in the DEIS. Table 4.6-5. Top goals of the cities of Des Moines and SeaTac for the light rail extension include maintaining traffic capacity along SR 99 and at the Kent/Des Moines intersection. Sound Transit should not further impact this over-congested corridor by adding the Federal Way link extension to it. Further, the DEIS does not predict any improvement in traffic conditions on SR 99 or Kent Des Moines Road by virtue of selecting the SR 99 Alternative.</p> <p>La Plaza Center is very concerned about the significant impacts of construction for any variant of the SR 99 Alternative. An alignment along the west side of SR 99 would result in the greatest taking of La Plaza Shopping Center property, and have the greatest impacts. But even a median-location for the SR 99 route would create significant construction impacts. Utility relocations, lane closures, access impacts and traffic congestion, dust and noise will drive customers away from the shopping center, even for businesses that are not closed for acquisition. The DEIS states that construction may take 1 – 4 years. If you add together the construction sequences indicated in the DEIS, that shows a two-year minimum construction impact. See DEIS at 5-5 – 5-7. A two-year construction impact would devastate the shopping center. Moreover, ongoing access and visual impacts of operating the Federal Way Link Extension on the SR 99 alignment would likely permanently deter customers.</p>

Response to Comment BU40-6

Sound Transit does consider the viability of businesses remaining on properties where partial acquisitions are proposed when assessing the type of property impact. The amount of information available makes that assessment approximate. The actual type and amount of property acquisition is determined when the property acquisition process begins, which is some period of time after the Final EIS is published, FTA has issued a Record of Decision, and project design has advanced further. Sound Transit acknowledges that the loss of one business can affect the operation of another business and would consider this during the acquisition process.

Response to Comment BU40-7

All FWLE alternatives would affect the SR 99/Kent-Des Moines intersection for access to the Kent/Des Moines Station. The traffic analysis in Chapter 3 of the Final EIS describes impacts on this intersection and the proposed mitigation. In most cases, the proposed mitigation measures would improve delay and volume-to-capacity (v/c) ratios in the AM and PM peak hour to meet level of service (LOS) standards; in all cases, it would attain the same or better vehicle delay and v/c ratios as under the No Build Alternative. As the project design advances, Sound Transit will continue to work with affected jurisdictions/agencies to evaluate potential mitigation strategies for safe, efficient operations.

Response to Comment BU40-8

Please see Section 5.2.4 in Chapter 5, Construction, of the Final EIS for a discussion of potential impacts on businesses during construction and the mitigation that Sound Transit would provide. Please see Response to Common Comment 2.

BU40-9 [In addition, the SR 99 alignment generates more than 3,700 light rail noise impacts, more than twice the noise impacts created by the I-5 alternative. While the DEIS states that all noise impacts can be mitigated, the disruption and cost of installing noise mitigation measures should also be considered in the FEIS.

5. The FEIS Preferred Alternative Should Take Advantage of Vacant Land and Right of Way Synergies.

BU40-10 [The I-5 alignment would benefit from and support the Highway 509 extension at SeaTac. The City of SeaTac has taken an official position of strong support for this alignment. The DEIS confirms the I-5 Alternative would have less direct land-use impacts than the SR 99 Alternative. Much of the land that would be directly affected is currently vacant. For reasons of land use impacts, construction impacts, and economic impacts, La Plaza Center supports the I-5 Alternative, which can be paired with TOD-supportive station locations.

On behalf of La Plaza Center, we thank you for the opportunity to comment on the DEIS. We urge you to support the position of the Cities of Kent, Des Moines, SeaTac and Federal Way, and select the I-5 alignment as the preferred alternative for the Final EIS.

Very truly yours,

La Plaza Center LLC

By: 
 Travis Farrell, Vice President
 La Plaza Center LLC

cc: Suzette Cooke, Mayor, City of Kent
 Dave Kaplan, Mayor, City of Des Moines
 Jonathan Cheng, La Plaza Center LLC
 Ann M. Gygi, HCMP

Response to Comment BU40-9

Section 4.7, Noise and Vibration, describes the noise impacts from the FWLE, and Chapter 5, Construction, describes impacts related to disruption during construction. Both chapters also discuss how Sound Transit would mitigate the impacts. The cost of noise mitigation is included in the FWLE cost estimates in Chapter 8 of the Final EIS. Noise mitigation for the SR 99 Alternative elevated guideways includes sound walls on the guideways. The installation of sound walls on the guideway would not increase construction disruption to adjacent properties.

Response to Comment BU40-10

Please see Response to Common Comment 11.

Send us your comments

The Federal Transit Administration and Sound Transit invite your comments on the Draft Environmental Impact Statement (EIS). The Draft EIS comment period ends on May 26, 2015. All comments received during the comment period will be addressed in the Final EIS. Return this form at a public hearing or mail to the address provided on the back. Comments can also be provided by email to FWLE@soundtransit.org or submitted online at FederalWayLink.org.

1. Please share your comments about the project alternatives and station options

SR 99 Alternative THIS WILL SIGNIFICANTLY AFFECT MY BUSINESS MY FAMILY OWNS THE BEST WESTERN @ 208th + I-5

I-5 Alternative

SR 99 to I-5 Alternative

I-5 to SR 99 Alternative

No Build

2. Please share your feedback on the environmental impacts

3. Other comments?

WE ARE AN HISTORIC PROPERTY + EMPLOY A LOT OF PEOPLE. THE ROUTE CHOSEN WOULD SIGNIFICANTLY IMPACT BEST PAINS + THE ARCHITECTURAL STRUCTURE OF OUR PROPERTY

Response to Comment BU63-1

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. The alternatives studied in the EIS would affect your property differently. The Preferred Alternative would avoid impacts to the property, but the SR 99 Alternative and SR 99 to I-5 Alternative would impact the eastern portion of it affecting some parking and part of the building. Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS describes the property acquisition and relocation processes and benefits Sound Transit would provide. Chapter 4, Affected Environment and Environmental Consequences, and Chapter 5, Construction, describe project-related impacts.

BU63-1

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? _____
- I work in the project area. If so, where? _____
- I own a business nearby. If so, where? BEST WESTERN 20717 INTL BLDG
- I attend school in the project area. If so, where? _____
- Other _____

FOLD HERE FOR MAILING

return address _____

Place
 Stamp
 Here



Attention: Federal Way Link Extension Draft EIS Comments
 Union Station
 401 S. Jackson St.
 Seattle, WA 98104-2826

FOLD HERE FOR MAILING

Stay in touch

Sound Transit is required to mail a notice to each person that comments on the Draft EIS to announce when the Final EIS is available. Please help us meet this requirement by providing your name and mailing address:

Name _____

Mailing Address _____

City, State, Zip _____

If you would like to receive project updates by email, please provide your email address: _____

Letter FW303

Green Acres Mobile Home Park

Page 1

From: prrdigi@box920.hushost.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Tuesday, May 19, 2015 6:53:44 AM

From: DAVID YANG <david1yang@yahoo.com>

Message Body:

SR 99 Comment: SR 99 > This route alternative has a lot of economic and environmental benefits to Highline CC Students and general riders and further by selecting this route, we can save a large residential housing communities if we choose other I-5 alternatives. Please SAVE LARGE NUMBER OF MOBILE HOME COMMUNITIES by choosing SR 99 ALTERNATIVES !

I-5 Comment: I-5 Alternative will affects a large number of residential housings of mobile home communities that are under the grand father law operation and virtually impossible to get RELOCATED. PLEASE SAVE LOW INCOME HOUSING COMMUNITIES BY NOT CHOOSING I-5 ALTERNATIVES

SR 99 to I-5 Comment: THIS ROUTE ALSO AFFECT A LARGE NUMBER OF LOW INCOME HOUSINGS AND BAD FOR ECONOMY AND ENVIRONMENTAL IMPACTS. PLEASE SELECT SR-99 ALTERNATIVE AND SAVE LOW INCOME FAMILIES IN THE 30TH AVENUE SOUTH.

BU20-1

I-5 to SR 99 Comment: IF CHOSEN THIS ROUTE, HUGE ECONOMIC AND ENVIRONMENTAL IMPACTS WILL OCCUR TO THE LARGE NUMBER OF LOW INCOME FAMILIES IN THIS MOBILE HOME PARK COMMUNITIES. PLEASE STOP THIS ROUTE AND SAVE THEIR LIVES!!!

Environmental Comment: CHOOSING RESIDENTIAL HOUSING COMMUNITIES FOR NEW STATION WILL HAVE A HUGE NEGATIVE IMPACTS TO THE LOW INCOME FAMILIES AND COMMUNITY OWNERS OF THE GRAND FATHER LAW HOUSING COMMUNITIES. PLEASE SELECT SR-99 ALTERNATIVE AND SAVE THEIR LIVES!!!

Other Comment: PLEASE CHOOSE SR-99 ROUTE ALTERNATIVE AND SAVE A LARGE NUMBER OF LOW INCOME FAMILIES AND PROPERTY OWNERS IN THE 30TH AVENUE SOUTH, KENT.

Name: DAVID YANG
Address: PO BOX 1441
City: ISSAQUAH
State: WA
Zipcode: 98027

Email: david1yang@yahoo.com

I live nearby. If so, where?: I own mobile home park at 30th Ave South, Kent and I support SR-99 Alternative to save a large number of low income families and land owners.

I work in the project area. If so, where?:

I own a business nearby. If so, where?: I own and operate mobile home park community in 30th Ave. S., that is under the grand father law and it is virtually impossible to relocate to anywhere in the King County, WA

I attend school in the project area. If so, where?:

Other (please specify): Please choose SR-99 Alternative to SAVE A LARGE LOW INCOME FAMILIES AND PROPERTY OWNERS!

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment BU20-1

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide, including for mobile home owners. See Section 4.1.6 of the Final EIS for additional information. Please see Response to Common Comment 3 in Table 9-6 of Chapter 9 of the Final EIS.

Chapter 7, Environmental Justice, describes how the project would affect low-income and minority populations, and Chapter 4, Section 4.3, Economics, evaluates the potential local and regional economic effects from the FWLE.

Letter FW333

Harsch Investment Properties

No comments

Page 1

From: [Erin Lynch](#)
To: [Jill Matthews](#)
Subject: DuPont Way Link Extension (PWL) Draft Environmental Impact Statement
Date: Thursday, May 21, 2015 12:55:09 PM
Attachments: [DuPontWayLink-400](#)
[DuPontWayLink](#)
[DuPontWayLink](#)
[DuPontWayLink](#)
[DuPontWayLink](#)

Please see the attached letter from Harsch Investment Properties regarding the Draft Environmental Impact Statement dated April, 2015.

Thank you,
Erin Lynch

 Erin Lynch | Legal/Corporate Assistant | Harsch Investment Properties
1121 SW Salmon Street Suite 500 | Portland, OR 97205
503.973.0287 | erin@harsch.com | www.harsch.com |   



May 21, 2015

VIA E-MAIL: FWLE@soundtransit.org

Attention: Federal Way Link Extension Draft EIS Comments
Sound Transit
401 South Jackson Street
Seattle, Washington 98104

Re: Certification to Opinion of Counsel

Dear Sir or Madam:

Thank you for providing us with this opportunity to comment on the Federal Way Link Extension ("FWLE") Draft Environmental Impact Statement dated April, 2015. Harsch Investment Properties is a family-held dynamic, expanding real estate investment company based in Portland, Oregon. We own and operate 16 properties in the state of Washington representing approximately 2.5 million square feet (as well as over 120 more in Oregon, California, Nevada, Arizona and Utah). In the primary impacted area of the proposed FWLE, we are the proud owners of the (i) Pavilions II Shopping Center located at 31601 S. Pacific Highway, South in Federal Way, Washington, (ii) the SeaTac Village Shopping Center at 1700-1916 South 320th Street, Federal Way, Washington, and (iii) the Celebration Center at 1414 S. 324th Federal Way, Washington. We have closely examined the Summary of Alternatives evaluated in the DRAFT EIS and strongly urge Sound Transit not to choose the SR 99 or I-5 to SR 99 alternatives.

BU22-1

Our Pavilions project has twenty (20) tenants with major anchors such as Best Buy, PetSmart and OfficeMax. The SeaTac Center has twenty-nine (29) tenants with major anchors such as TJ Maxx, Big 5 Sporting Goods, Tuesday Morning, HomeGoods, Ulta, DSW and Trader Joes. Celebration Center was renovated in 2012 and has major anchor tenants such as Ross Dress for Less, Rite Aid and Michaels. These properties add energy to the region and drive additional commerce to the area.

The SR 99 and I-5 to SR 99 alternatives will negatively impact our properties (as well as others), our tenants and members of the community. Specifically, the line development along SR 99 will obstruct accessibility, ingress and egress to the properties with the introduction of restrictive access on to and off of the center lane. For example, right turn lanes into and out of the properties would be severely altered to make access much more cumbersome. In addition, an elevated guideway along SR 99 would block views to the projects and specifically to the businesses. More likely than not, our projects will thereafter have significantly more vacancy and high quality national tenants will pull out of the market and look to more attractive projects with better visibility and accessibility. It is well settled

BU22-2

1121 SW Salmon St., Portland, OR 97205 • Mail to: PO Box 2708, Portland, OR 97208 • Phone (503) 242-2900 • Fax (503) 274-2093 • www.harsch.com

Response to Comment BU22-1

Section 3.5.3 in Chapter 3, Transportation Environment and Consequences, of the Final EIS describes impacts on property access.

Response to Comment BU22-2

Please see Section 4.3.4 in Section 4.3, Economics, for indirect economic impacts on businesses from an elevated guideway.

May 21, 2015
Page 2

that even a strong location with moderate visibility and without immediate access can render a site undesirable for tenants and consumers.

BU22-2

We are committed to the progress of the Puget Sound area and to make the lives of our employees and tenants better in every way. Placing the FWLE along the SR 99 or I-5 to SR 99 alternatives will be disruptive to the citizens of Federal Way and beyond and be detrimental to the businesses in the region. We look forward to working with Sound Transit as this project goes forward. If you would like any additional information, please do not hesitate to contact me.

Very truly yours,

HARSCH INVESTMENT PROPERTIES



Jeff Nudelman
Vice President, General Counsel

cc: First Class Mail



May 21, 2015

Federal Way Link Extension Draft EIS Comments
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

My name is Susan Streifel, and I am the President/CEO of Woodstone Credit Union located in Federal Way, Washington. We have been at our current location in the heart of Federal Way since 2006 and represent over 11,000 members. In the time I have been at Woodstone, I have served on the Chamber Board of Directors, and ultimately became Chairman of the Board— in addition to the Economic Development Committee.

I am writing to you today to present our opinion of the best solution to bring light rail into our wonderful community. While I speak as the President/CEO of Woodstone—representing over 11,000 members, I am also tapping into my past, though lessons learned, as a chamber board member.

WE ARE STRONG PROPONENTS OF THE I-5 solutions beginning at the Kent/Des Moines Station south to Federal Way, which you have presented for the following reasons;

BU23-1 1) **Cost** – I believe that light rail will transform transportation in great ways, alleviating the gridlock pressure that is currently plaguing our community’s roads and freeway corridors. Selecting the more cost beneficial options, make the burden of light rail **less impactful** to our already thin tax base.

BU23-2 2) **Impact to infrastructure/revenue generating businesses**– The businesses along the SR99 Alternatives which generate revenue today, would be at risk of losing business during construction and/or going out of business (historically this is what happened when the median project was implemented on SR99) AND if not displaced, would be at risk of losing business because of noise (based on testimony heard at the chamber meeting on May 12th.)

BU23-3 3) **The impact to Woodstone would be material.** WE ONLY HAVE ONE LOCATION and moving would cost us business. Consumers don’t like change; we found this out when we relocated to this area in 2006.

253.925.6800 TEL
800.334.9828 TOLL FREE
253.927.8194 FAX

PO Box 27030
Federal Way, WA 98093-4030
woodstonecu.org

PEOPLE-POWERED.™

Response to Comment BU23-1

Chapter 8, Alternatives Evaluation, of the Final EIS includes a comparison of alternatives and shows the trade-offs among alternatives, including ridership, cost, and environmental impacts.

Response to Comment BU23-2

Please see Response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS. Section 4.7 discusses noise impacts and mitigation, and Chapter 5 discusses construction impacts and mitigation.

Response to Comment BU23-3

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Sound Transit will work closely with each displaced business to determine its needs and help it find a new site if the owner chooses to relocate. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

BU23-4 3) **Impact to a main corridor /Town Square**-SR99 is a main corridor through our community. Driving light rail up SR99 then into the heart of our city would negate all of the work that our city leaders have done to create a Town Square.

BU23-5 Light rail tracks/trains can be confusing to commuters. Most recently I have been listening to the reports that Rainier Avenue is the most dangerous road in the city of Seattle. The numbers of accidents reported are averaging out to be around 1 per day per year. Interesting that Sound Transit has light rail tracks on Rainer Avenue; could these be contributing to the growing trends?

I am now just seeing a vibrant revitalization of this area and the disruption would turn this area into a blighted area during and after construction.

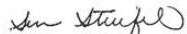
BU23-6 4) **Lack of Economic Development data**- When asked at one of the public meetings, I was told that light rail is too new in our state (only 5 years old) to produce any data on the impacts to economic development. I served on the Performing Arts and Convention Center task force and we were able to view economic impact data for bringing a Performing Arts and Convention Center to Federal Way, before making our final presentation to the City Council. Given the lack of data from light rail in this way, we believe that using the I-5 Corridor would be the least disruptive to the properties in the heart of the city that CAN justify being used for income generating businesses.

BU23-7 As far as the placement of the transit center, options 5 & 6 appear to be the least disruptive to land that can be used for income generating properties. HAVING STATED THIS, OPTION 6 WOULD BE THE MOST BENEFICIAL TODAY AND PROVIDE FUNCTIONALITY FOR TOMORROW.

Thank you for your consideration of my request.

Respectfully,

WOODSTONE CREDIT UNION


Susan Streifel, CGE
President/CEO

Response to Comment BU23-4

High-capacity transit is called for in the City’s plans for the Federal Way City Center. Chapter 1, Purpose and Need for Federal Way Link Extension, in the Final EIS explains that one purpose of the FWLE is to connect Puget Sound Regional Council regional growth centers, including the Federal Way City Center. Section 4.2, Land Use, describes how light rail stations can catalyze future development consistent with local zoning regulations, which could help the City meet planning goals.

Response to Comment BU23-5

All FWLE alternatives would be grade-separated for all road crossings.

Response to Comment BU23-6

Please see Response to Common Comment 2. Section 4.3, Economics, describes the economic impacts of displaced businesses as well as the potential for economic benefits from the project. Chapter 5, Construction, describes short-term construction-period impacts.

Response to Comment BU23-7

Please see Response to Common Comment 11.

Letter FW380

Woodstone Credit Union

Page 1

From: [Diane Percival](#)
To: [FWLE](#)
Subject: Federal Way Link Extension
Date: Monday, May 25, 2015 9:32:21 AM

BU28-1 [As a resident of Federal Way, I support the I-5 Alternative for the Federal Way Link. I-5 is a transportation corridor. The I-5 option costs less and is less noisy than the SR 99 option. We have just completed the upgrading of SR 99 through Federal Way. An elevated transit system would destroy all of that work. In addition, it would eliminate views of the sound from certain areas, including around South 286th Street, where I reside. I believe the quality of life would decrease from the SR 99 options. It would be disruptive to the Federal Way Town Square, would be harmful to businesses along SR 99 and would increase crime by providing many more tagging and other graffiti opportunities on the structures used to elevate the train. As a person who works in Federal Way, I support the I-5 Alternative. In addition to the reasons listed above, the SR 99 options would eliminate my employer – Woodstone Credit Union. Woodstone Credit Union only has one location. We already understand how disruptive it is to our consumers when the credit union moves its office, as we discovered when we moved to the current location in 2006.]

BU28-2 []

BU28-3 [I support the 320th Park and Ride Station option, otherwise known as option 5. This would keep the project along the I-5 corridor. I understand that this is the furthest from the current transit center and may not be the option that is selected. The second best option is option 6 – the modified I-5 alternative. This would put the station closer to the current transit center and would be less disruptive to businesses along SR 99.]

Thank you for the opportunity to comment.
Diane Percival
CFO, Woodstone Credit Union

Response to Comment BU28-1

Please see Response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment BU28-2

Your opposition to impacting the Woodstone Credit Union has been noted.

Response to Comment BU28-3

Please see Response to Common Comment 11.