

In addition, the city of Puyallup supports the Park as an urban growth area and relies on its development for job growth and economic development. Removal of this parcel for a parking lot hardly seems justified in light of this.

B05-001

I respectfully request the withdrawal of consideration by the State for a Park and Ride lot on our property. We oppose such a use and will not allow further study of this use on our property.

Sincerely,

Wayne E. Reisenauer
Wayne E. Reisenauer
Managing Director
Northwest Building LLC

Enclosures

Cc: Mr. Tom Utterback, City of Puyallup (w/enc.)
Ken Weiner, Esquire (w/enc.)

Page 2 of 2

SR 167 Extension Open House Oral Comments, 3/18/03

1 BE IT REMEMBERED that on Tuesday, March 18,
2 2003, at the Fife High School, 5616 20th Street East,
3 Fife, Washington, commencing at 6:00 p.m., before LESLIE
4 J. THOMPSON, CCR, Notary Public in and for the State of
5 Washington, the following proceedings were had, to wit:

6 <<<< >>>>

7 ORAL COMMENTS

8 BILL NEWCOMER: I'm Bill Newcomer, and I'm one
9 of the two owners of Puyallup Mini Storage. I'm the
10 managing partner of a limited liability company which owns
11 Puyallup Mini Storage.

12 And after looking at the options, none of them will
13 work, the low Diamond, the medium diamond, or the Urban.
14 They take away the access to the mini storage. We bought
15 it simply because of the access and the drive-by traffic.
16 The way they're routed on every single one of them is
17 confusing, and we will lose customers.

18 Mini storages have 8 to 10 percent vacate, people
19 that move out every single month. It's a transient-type
20 business. With that amount of people moving out, and the
21 access being changed the way that it is being proposed,
22 we'll be lucky to have half that many move in. So within
23 a couple of years our business will be out of business.
24 We'll be out of business.

25 Besides that, we're routing customers to outlying

2

Dixie Cattell & Associates (360) 352-2506

C01-001

RESPONSE C01-001

Several options were studied with various levels of impact to the Mini-storage property. With the replacement of the Puyallup River Bridge steel structure, access to this property will need to be modified because of changes involving the North Meridian roadway profile. A relocated access will be provided and the storage property will not be land-locked. We will continue to communicate with you regarding any access issues for the property.

RESPONSE C02-001

If it is necessary to acquire your property for the SR 167 Extension project, then the property purchase will occur in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970. Currently, WSDOT is using a prioritization process for determining which properties to purchase for the SR 167 Extension project because we do not have enough funding at this time to buy all of the property needed for the project. We are concentrating most of our property acquisition in and around those areas that will need to be constructed first according to our staging strategy for the project. We are currently buying undeveloped and non-businesses properties from willing sellers following our prioritized list. We will continue to purchase property using this prioritization process until existing allocated funds are exhausted. The Legislature has appropriated funding for this project through June 2009. When the Record of Decision (ROD) for the Final EIS is approved by FHWA (currently scheduled for early 2007), the acquisition process should remain the same for all practical purposes, however, WSDOT will then have the authority to condemn property under eminent domain law.

RESPONSE C03-001

Since the DEIS was distributed, maintenance measures including yard care and repair of broken or vandalized items have been implemented on all properties purchased in the corridor to prevent them from deteriorating and becoming "blichts" in the neighborhoods until they are demolished for construction.

SR 167 Extension Open House Oral Comments, 3/18/03

1 could navigate around there. It just would not work, just
2 wouldn't work.

3 KERRY HANCHAI: We're Sirisak and Kerry Hanchai.
4 And we're just outside the buy-out for the relocation for
5 this new project. The property that we own borders on the
6 side of Hylebos Creek, and they will be purchasing all
7 land from the other side, which will run the freeway next
8 to our house.

9 My son is asthmatic, and we cannot have the pollution
10 of the freeway right next to our house. We must be bought
11 out for health relocation or health reasons. It won't
12 work.

13 Or else scrap the whole damn thing.

14 LARRY PEUGH: My name is Larry Peugh, P-e-u-g-h.
15 I live at 6305 12th Street East. I'm in the direct path
16 of the current EDIS statement, I guess is how you say it.

17 I have a concern. I've been coming to these meetings
18 for 12 years, and it seems like all we see is more
19 pictures, and nothing gets done. However, in the last six
20 months the state has purchased two pieces of property
21 adjoining mine, and my major concern is that they don't
22 plant or do anything but board them up, which makes it a
23 blight in the neighborhood.

24 And I want to state that that seems typical of the
25 way DOT does things in this state. So I'm very unhappy

C02-001

C03-001

4

Dixie Cattell & Associates (360) 352-2506

1 with what's going on, with the current system and the way
2 they operate. I would not even -- I didn't vote for the
3 last gas tax increase because I don't like the way DOT
4 does things, and it doesn't appear like it's getting any
5 better.

6 That's my statement.

7 DELL HOWELL: From what I can find out is my
8 name is in the book for the buy-out. I've got three lots
9 and two lots that are on the border of the Hylebos Creek
10 in that book. But my house is on Lot 3, on Parcel 3. So
11 my question is are they going to buy my house, or are they
12 just going to try to buy those two lots that are on the
13 creek.

14 TRISTA HOWELL: We're not going to sell the
15 house or the lots without --

16 DELL HOWELL: Yeah. I mean, because it's all
17 tied into the --

18 TRISTA HOWELL: It's all one piece.

19 DELL HOWELL: It's all mortgaged, so it's all
20 one together in the mortgage. I don't think the bank
21 would even let me sell two lots if I wanted to. It's tied
22 into the house. So yeah, I mean, that's --

23 TRISTA HOWELL: That's it.

24 DELL HOWELL: If they're going to buy part of
25 it, they need to buy all of it and include the house and

5

Dixie Cattell & Associates (360) 352-2506

RESPONSE C04-001

WSDOT will consider purchasing all adjoining properties under one ownership.

C04-001

1 all.

2 ANNALEE OGLE: My name is Annalee Ogle. I live
3 at less than a quarter mile away from where the freeway is
4 going to go off of, let's see, it's -- this is the first
5 one that's determined between when where 167 stops now and
6 Freeman. I live between there.

7 The freeway is going to end up being less than a
8 quarter mile away from my home. And I was wondering, I
9 need to make a statement as to the noise, and that's going
10 to be affected -- affecting my house. The property value
11 of my home after the freeway is in I'm sure is probably
12 going to go down because -- my serenity.

13 What else? And I want to make sure that the
14 pollution from the roadway does not affect my home or
15 flooding, my backyard or my home. It gets pretty swampy
16 there right now without any more affect from roadway
17 surface coming in there. That's about it.

18 Oh, and the options, the Valley Avenue option for --
19 it was either you can use Freeman or Valley, and the
20 Valley option was the best one that will affect the least
21 amount of people's homes, and it won't affect the low
22 income housing off of Valley Avenue. That's it.

23 YOSHIKO TANABE: My name is Yoshiko Tanabe, and
24 I own some property on -- that 7404 20th Street East
25 Tacoma.

6

Dixie Cattell & Associates (360) 352-2506

RESPONSE C05-001

The project will incorporate approximately 73 acres of riparian habitat surrounding Wapato Creek in the vicinity of Freeman Road, which will help address flooding in this area. A noise analysis was done for this area, also, and impacts to your home from noise are not expected because the future level would not exceed the federal noise abatement criteria (NAC). For more information, see section 3.6.6 Noise of the FEIS.

RESPONSE C05-002

The Valley Avenue Interchange Option is the environmentally preferred option with the least amount of impact to adjacent properties.

C05-001

C05-002

1 And we have sent a letter -- right?-- explaining our
2 situation. But we just wanted to express our concerns,
3 because the project is so far in to the future, and we're
4 really -- we might not make it. And it's very hard with
5 the taxes and the LID that's coming up, it's very hard for
6 us to pay for everything.

7 And oh, what else was I going to say. I realize that
8 this is something that you have no control over, but we
9 would certainly appreciate it if you would consider put --
10 you know, purchasing our properties as soon as possible to
11 alleviate some of our financial problems. And because of
12 this project, it has kept the sale of our property in
13 limbo for over three years, and you know, we really need
14 to have a decision on to, you know, the final freeway
15 construction, because nobody wants to buy.

16 And so that's what we're -- that's the predicament
17 we're in. And we don't have many years left.

18 Do you want to say something?

19 FUMIYE TANABE: My name is Fumiye Tanabe. I
20 live at 20th Street. I, the farm that we have is I own
21 the frontage, and then she has the ten acres out in the
22 back, and my son has the other ten acres, so we are all
23 one.

24 And we cannot sell the property, but -- and we'd like
25 very much to be able to sell or -- because it is a farm.

7

Dixie Cattell & Associates (360) 352-2506

RESPONSE C06-001

If it is necessary to acquire your property for the SR 167 Extension project, then the property purchase will occur in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970. Currently, WSDOT is using a prioritization process for determining which properties to purchase for the SR 167 Extension project because we do not have enough funding at this time to buy all of the property needed for the project. We are concentrating most of our property acquisition in and around those areas that will need to be constructed first according to our staging strategy for the project. We are currently buying undeveloped and non-businesses properties from willing sellers following our prioritized list. We will continue to purchase property using this prioritization process until existing allocated funds are exhausted. The Legislature has appropriated funding for this project through June 2009. When the Record of Decision (ROD) for the Final EIS is approved by FHWA (currently scheduled for early 2007), the acquisition process should remain the same for all practical purposes, however, WSDOT will then have the authority to condemn property under eminent domain law.

C06-001

1 My son is running the farm this year, but he says he can
2 not farm any more, and it's just a very sad, sorry
3 situation that we are in. I -- and for myself, I would
4 like to move away from the farm that I am on and move into
5 a place where I can -- do not have to do yard work so much
6 every day.

7 And as Rachel says, we have -- property tax is just
8 tremendous. Next year to have to pay the LID, which is
9 another tremendous item. I don't know how long I can keep
10 paying all this, and so I would like to certainly see the
11 farm be purchased by the state if they are going to
12 purchase it. I would like the whole property to be
13 purchased.

14 And that's about all I can say. It is all that she
15 says, and then I thought I would like to add on just the
16 thoughts of mine. That's about all I can say. I hope
17 things all work out.

18 ANNE PERCIVAL: My name is Anne Percival. I
19 prefer the Valley Avenue option for the interchange for
20 the freeway.

21 COLLEEN WISE: That's it? Okay.

22 ANNE PERCIVAL: Because it would impact us in
23 Edgewood a lot less than the other options, and we need to
24 preserve our land in Edgewood. That's why we
25 incorporated.

RESPONSE C07-001

If it is necessary to acquire your property for the SR 167 Extension project, then the property purchase will occur in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970. Currently, WSDOT is using a prioritization process for determining which properties to purchase for the SR 167 Extension project because we do not have enough funding at this time to buy all of the property needed for the project. We are concentrating most of our property acquisition in and around those areas that will need to be constructed first according to our staging strategy for the project. We are currently buying undeveloped and non-businesses properties from willing sellers following our prioritized list. We will continue to purchase property using this prioritization process until existing allocated funds are exhausted. The Legislature has appropriated funding for this project through June 2009. When the Record of Decision for the Final EIS is approved by FHWA (currently scheduled for early 2007), the acquisition process should remain the same for all practical purposes, however, WSDOT will then have the authority to condemn property under eminent domain law.

C07-001

RESPONSE C08-001

The Valley Avenue Interchange Option is the environmentally preferred option with the least amount of impact to adjacent properties.

C08-001

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

COLLEEN WISE: I'm commenting on the Valley Avenue option as being the preferred option since it does not remove or change the boundaries for Edgewood in any way, which the other options cause some difficulties with Edgewood and possibly displacing the citizens that currently live on the edge of Freeman Road and Valley. They have wonderful little communities down there, and there are some businesses, and we don't want to see those lost. That's a revenue issue.

The other option that takes the interchange off of Valley Avenue cuts off Edgewood and changes our boundary lines, and we don't need that kind of problem at this time. It's not appropriate for Edgewood to lose that kind of land area and revenue that we -- since we're already in a budget crunch anyway.

So we would prefer the Valley Avenue option, and we'd appreciate if that could occur. Thank you.

(Proceedings concluded.)

RESPONSE C09-001

The Valley Avenue Interchange Option is the environmentally preferred option with the least amount of impact to adjacent properties.

C09-001