

MOUNTAIN VIEW MOBILE HOME PARK

2522 OLD HIWAY 99 S.
MT. VERNON, WA

EVERGREEN MOBILE HOME PARK

2210 OLD HIWAY 99 S.
MT. VERNON, WA

20 March 2015

Mr. Dale O'Brian, Exec Dir.
Skagit Transit
c/o Service Development Planner
600 County Shop Lane
Burlington, WA 98233

Dear Mr. O'Brian:

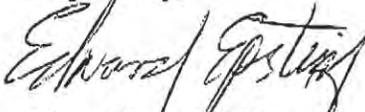
I am in receipt of your general mailing to concerned property owners dated March 18, 2015 and would like to express my reservations about the location for your facility.

The property you are referencing for the new Maintenance, Operations & Administrative base lies in between the two mobile home parks that I own.

I have had these parks for over thirty years. They are designated 55+ parks, which means that residents are over fifty-five years of age to qualify. Most are much older. The mobile homes, which tenants own, are designated as low income housing. I am fearful that with the increase in vehicular traffic and the increase of noise in the area that I and my tenants will adversely be impacted in a multiple of ways: noise, traffic and a general increase in activity.

I am not familiar with the other two options for your facility, but I hope that you would consider them over the Mount Vernon location, which while designated for light commercial industry still has a considerable residential component to the neighborhood.

Respectfully,



Edward Epstein, Owner
8405 SE 53rd Place
Mercer Island, WA 98040

Email: eppi41@aol.com
Tel: 206-232-1919
Fax: 206-232-9266

Carolyn M. Chase

From: Joe Kunzler <growlernoise@gmail.com>
Sent: Friday, March 20, 2015 4:49 PM
To: Carolyn M. Chase
Subject: Comments on new Maintenance, Operations, and Administrative base for SKAT

20 March 2015

Carolyn Chase
Skagit Transit Planner

Dear Ms. Chase;

Josef "Joe" A. Kunzler submitting acute comments on the SKAT proposed new Maintenance, Operations, and Administrative base facility. Here goes:

1. I strongly prefer the Westar Lane or Higgins Airport Way sites over any other site. It is vital to those with limited mobility (e.g. seniors, the disabled) who reside in a volcanic floodplain (see www.SkagitRiverHistory.com) that buses always be available for evacuation duty, not stranded in the volcanic floodplain *if and sadly when* the time comes to conduct a mass evacuation. I studied up on Hurricane Katrina where buses kept in the floodplain were rendered unusable, thereby stranding many New Orleans taxpayers of low income after the levees breached. Not to mention, buses don't come cheap and the more rebuilding dollars that can be redirected towards floodplain management & proper rebuilding (*out of the volcanic floodplain*) instead of infrastructure replacement the better.
2. I am all *for* Skagit Transit building a modern Maintenance, Operations, and Administrative base facility since the current one is ineffective and well within a volcanic floodplain. I am *against* a "Taj Majal" Island Transit-esque facility that is more about artwork and aesthetics than cost-efficient mission capable utility. Why?!? As a keen observer of Island Transit's fiscal fiasco, it is widely perceived that when the Island Transit management got too focused on Island Transit's Maintenance, Operations, and Administrative base facility's construction than on guarding the transit's fiscal house things went tragically sour for both. So please pardon Skagit Transit's appreciative fan if I'm nervous for Skagit Transit's rock-solid, knock-on-wood fiscal reputation and I'll stop there with my acute commentary.

Feedback Card

March 31, 2015 Open House

We want your feedback on the options identified for a new Maintenance, Operations, and Administrative Base.

Your Name: Lynne Jordan

Address: _____

Email: _____

South Mount Vernon appears to be the best location for a couple of reasons over the Westor Lane location:

- 1) distance from central station + routes is much shorter (replacement buses) and route access is greater (more road options to get to various routes/stations)
- 2) customer and partner visitation is easier / more accessible close to I-5 corridor and population centers





Port of Skagit

March 26, 2015

Skagit Transit
Mr. Dale O'Brien
600 County Shop Lane
Burlington, WA 98233-9772

Re: Properties located at 11749 and 11719 Westar Lane, Burlington, WA

Dear Mr. O'Brien,

The Port of Skagit has received your Feasibility Study evaluating possible sites for the construction of a new Maintenance, Operations, and Administrative base to replace your current facility in Burlington.

Since we met last fall, the Port has been working with an agricultural processing business on possible sites for expansion and they have identified the lots located at 11749 and 11719 Westar Lane as the site for their new processing facility. Unfortunately, these lots are no longer available for lease.

The Port of Skagit is prepared to work with your team on the Higgins Airport Way property as a possible site for your new facility. With the expansion of economic opportunities in Skagit County the Port is fielding a large number of calls from interested parties in locating or starting their companies here at the Port. Please contact me or Patsy Martin if you have any questions.

Sincerely,

Scott Peterson
Director of Business Development

SP



To: Skagit Transit
Carolyn M. Chase
Service Development Planner
600 County Shop Lane
Burlington, WA 98233

RECEIVED

APR 14 2015

C. Chase

Skagit Transit

Carolyn,

First of all, thank you for having the public open house, it was very informative and your facility would be a nice addition to South Mount Vernon.

We at Motor Trucks, 2501 Henson Road believe your operation would make a great next door neighbor. However, we do have one concern and it is a fairly serious concern. It involves drainage District 17/a.k.a. Martha Washington Creek.

The specific concern is the high water level and the flow rate of the above mentioned waterway during heavy rain events. Early this past winter is a perfect example, the flow of this waterway is so restricted under interstate 5 and down stream that the level just kept rising, strictly by hourly observations, (the water level at this time was of great concern to me). From the observations, the East portion of the property you are considering (parcels P28650, P28201, P28102, P28098, P28099 and P28104) actually acted as a "relief valve" if you will, to allow the rising water to stabilize as it flowed onto the lowest portion of the above mentioned parcel.

If the above mentioned parcels are raised in elevation to the 100 year flood level and nothing is done with the above mentioned waterway, the results of a heavy rain event will be the potential flooding (breaching) of our storm water system and possible property flooding via the storm drains. Also, the property at 2210 Hwy 99 South (directly north of the parcels you are considering) would still be low and within the 100 year flood level elevation.

With this said, we respectfully request that we be kept in the "loop" of the research and investigation into this waterway level and flow issue, especially before anything is finalized.

Sincerely,

Tim Dacres, Branch Manager
Motor Trucks, Inc 2501 Henson Road
Mount Vernon, WA 98273
360-428-6030 fax 360-428-0213
tdacres@motortrucks.net

cc: Marshall and Katherine Cymbaluk
Family LLC (property owners)