

PACE MINI-STORAGE COMPANIES

DEVELOPMENT • MANAGEMENT

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APR 02 2003

March 21, 2003

TUMWATER DESIGN

Neal Campbell
WSDOT Design Project
Engineer
6639 Capital Blvd S.
Suite 362
Tumwater, WA 98501

Dear Neil,

Over the last several years I have met with you personally, as well as many of your associates regarding the 167 expansion and I attended the forum on March 18 to review the current options. I did try to speak with you at that time but you were always surrounded, so I felt it was better to begin this discourse with letting you know some of the realities of how these proposals will impact my facility. Unfortunately, all three options will, in time, destroy my business.

Mini-storages have almost become commodities. The major differentiating factor is ease of access. This is the accepted criterion in the industry. Before purchasing the land where Puyallup mini-storage now exists, I spent months visiting potential sites, and selected this site based on this criterion with the initial size and subsequent enlargement factored in. All three options now have the road dead-ending at my property, with some convoluted egress and ingress. With a 10% vacancy/turnover rate per month, within short order we will no longer be in business.

Your real estate division has told me that prior to any monetary offer regarding our property, an appraisal of our property with the system 'as is' and an appraisal as it 'would be' after the expansion would need to be performed. The most reliable way to determine fair market value is what a willing buyer would pay and what a willing seller would accept at any given time. Last year three of the major mini-storage chains approached me on purchasing my facilities. Public Storage purchased three of the four facilities, the unpurchased one being Puyallup mini-storage. Neither Public Storage nor the other two major bidders would consider purchasing this property once I disclosed the preliminary expansion designs. Although I was not in the market to sell the facility, this demonstrates the inherent problem in finding a willing buyer.

In March 2001 I received an appraisal way in excess of \$5 million. Fair price today, discounting the 167-expansion plan, is in excess of \$6 million.

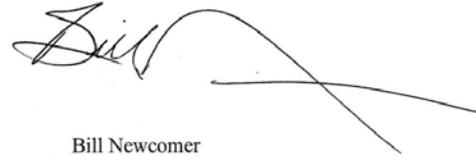
1401 N. MERIDIAN • PUYALLUP, WA 98371 • (253) 848-8644 • FAX: (253) 841-0877

Currently I am in a state of limbo. I cannot sell the property, I cannot make long-term plans for the property, nor can I make long-term plans for my personal life.

Neil, considering the market price of the facility, you might want to revisit the option of creating a direct access from Meridian. Another option discussed previously was to run 167 directly through the facility. Both of these options would help salvage 14 years of hard work and a potential monetary disaster for me.

Please contact me so we can discuss these options. I look forward to hearing from you.

Sincerely,



Bill Newcomer

RESPONSE B01-001

Several options were studied with various levels of impact to the property. With the replacement of the Puyallup River Bridge steel structure, access to the 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.

B01-001

B01-001



McCHORD PIPELINE CO.



3001 Marshall Avenue
Tacoma, WA 98421
(253) 593-6085

A Subsidiary of U.S. Oil & Refining Co.

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February 27, 2003

Neal Campbell
WSDOT Project Manager
P.O. Box 47446
Olympia, WA 98504-78446

SUBJECT: SR167, PUYALLUP TO SR509 DRAFT EIS COMMENTS

Dear Mr. Campbell:

McChord Pipeline Co. appreciates the opportunity to provide comment on this project. Our 6" pipeline is routed to the west of Port of Tacoma Road and would not be impacted by the SR167 Project as it is presently represented in the EIS. Should the scope increase to a point that work is being performed near the Erdahl Ditch area to the west of Port of Tacoma Road, McChord Pipeline Co. would need to be involved to ensure protection of the pipeline. We would like to be included in further communications on this project as it progresses. If you have any questions please do not hesitate to contact me at (253) 680-3247.

Sincerely,

McChord Pipeline Co.

George Hills, P.E.
Chief Engineer

Cc: AJC, JPW

P.O. Box 2255/Tacoma, Washington 98401-2255
Telephone (253) 593-6085 Fax: (253) 272-2495

B02-001

RESPONSE B02-001

We will be sure to communicate with you regarding any portion of your pipeline, well in advance of any construction activity. We will continue to have dialogue with your company and others that have easements in the project area.

BARRY W. KAIMAKIS, D.D.S., P.S.

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1305 4th AVENUE, SUITE 510
SEATTLE, WA 98101-2401
Telephone (206) 621-0455
Fax (206) 682-9916

March 31, 2003

City of Edgewood City Council

Dear Council,

It has been brought to my attention, by my property manager, Mary Harper, that the city of Edgewood is considering different road construction options. Mrs. Harper has made me aware of the different routes the council is considering. As owner of Cherrywood Manor Mobile Home Park, I feel I should have a voice in these options.

Cherrywood Manor Mobile Home Park is a senior park located at 8412 38th street East Puyallup. Most of the tenants are over 65 and have resided here for many years. They have come to enjoy the peace and tranquility that this park and suburbia has provided.

I know I speak for the tenants when I say that we are opposed to any type of "progress" that might change the quality of our lifestyle. Of the three options presented the valley avenue option is the only viable option that should be considered. The other two options would involve possibly displacing some of the residents in Cherrywood, This we find unacceptable. Many of these homeowners could not afford to move. As owner, I have tried to keep expenditures to a minimum so therefore my tenants would not be greatly affected.

I would hope the council would consider these thought prudently before acting.

Respectfully,

Barry W. Kaimakis, DDS

RESPONSE B03 -001

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

B03-001

Yoshioka Farms LLC
7217 20th St. East
Tacoma, WA 98424
Ph.253-922-5307

March 14, 2003

Washington State Department of Transportation
6639 Capitol Blvd. Suite 302
Tumwater, WA 98504-7446

RE. Public Hearing on SR 167

After reviewing the Tier II DEIS for SR167, page 1-22 of the introduction, I would like to comment on the property/right of way paragraph.

I own and farm on land that is in the footprint of the proposed SR167 at the proposed junction of SR167 and I-5. I also own and farm land south of 20th Street in Fife, which is in the footprint of SR167.

My concern for my property is the hardship that the State of Washington is putting upon me in the proposed shadow of SR167. Fife is rapidly becoming industrialized and commercialized in this area. With industrialization and commercialization, land values have escalated significantly in the past three years. Pierce County is appraising us landowners at a very high rate of taxable evaluation. The only way that we landowners can escape the tax burden is to sell the land to a user who can afford to pay the high taxable value. We are currently farming the land and farm crops cannot justify the tax bill that comes to us every year.

For the past five years we have been trying to merchandise our lands to the industrial and commercial sector. After disclosure of the proposed SR167, all of the interested developers and end users have "divorced us" and have purchased or optioned land in other parts of the Pierce or Thurston County. The main reason the developers have left is because our land is in the shadow of SR167. No company will build on a freeway pathway with the threat that the state will later condemn the property for highway use and bank financiers will not lend capital for development projects that may have an imminent freeway go through the project due to corridor uncertainties. Meanwhile, our tax bills still keep on coming.

According to the DEIS, SR167 has been in planning stages since the 1970's. We land owners have been patiently waiting for the final corridor to be adopted so that we can go on with our lives without the negative ramifications of SR167 over our heads. Now, in 2003, many of us landowners are aging and SR167 terminates at the same junction as it did in the 1980's. We landowners would like to see the exact corridor determined and ROW purchased by the state of Washington DOT so that we can merchandise the remainder of our real estate holdings that are outside the SR167 footprint. With the SR167 footprint determination, the industrial community will know exactly what real estate would be available for development and we landowners can go on with our lives without the uncertain and negative impacts of SR167.

B04-001

My family's landholdings in the SR167 corridor are:

Under Yoshioka Farms tax parcels:

R0420082059

R0420082019

R0420082001

R0420082004

Robert T. Yoshioka: managing member Yoshioka Farms LLC

s

Under Farmland Associates tax parcels

R420082002

R420053006

Robert T. Yoshioka: Farmland Associates GP

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My neighbor, Ben and Sachiko Yoshida have the very concerns as I on the SR167 issues. He is an 86 year old retired farmer that is being heavily taxed on his real estate that is located in the Freeway corridor. His property tax parcels are listed below.

Ben and Sachiko Yoshida's property:

R0420053005

R0420082036

R0420082005

R0420082010

Ben Yoshida

7107 20th St. East

Fife, WA 98424

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The Kajimura Family, another retired farm family, have the same concerns as a number of us. They have real estate holdings located on the SR167 corridor and cannot do anything with the property due to the same reasons as described on the page 1 of this letter. Their property parcels are listed below:

R0420171005

R0420171058

R0420171700

R0420171036

Tadashi Kajimura

3602 Freeman Rd East

Fife, WA 98424

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Thank you letting me have the opportunity to add to EIS for the SR167 Project. If you need to contact me for anymore input, I will be available.

Sincerely,

Robert T. Yoshioka

RESPONSE B04-001

As you have noted, the final “footprint” of the SR 167 Extension project has not been determined. The location, dimensions, and access points for the affected parcels are not all known at this time and won’t be determined until the project design is advanced to a near final stage. At this time, 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 B05-001

The inclusion of a park-and-ride lot located near the SR 161 interchange as part of the SR 167 project is part of a commitment to Pierce Transit and other affected agencies. WSDOT has made the commitment to purchase land for two park-and-ride lots in the corridor. Development and funding of the park-and-ride lots will need to be an ongoing discussion between Pierce Transit, FHWA, WSDOT and other affected agencies.



Investment
Development
Management

Suite 1300 Norton Building
801 Second Avenue
Seattle, Washington 98104-1581
Fax: (206) 264-3007
(206) 464-5252

June 13, 2003

Mr. Neal Campbell, P.E.
Washington Department of Transportation – Olympic Region
6639 Capital Boulevard, Suite 302, Tumwater
PO Box 47446
Olympia, WA 98504-7446

Re: Request for Entry
Park and Ride lot plan for SR-167 Extension

Dear Mr. Campbell:

Thank you for returning my call concerning this project. This letter is in response to your request for entry to our property dated May 29th, 2003 for purposes of conducting an archeological investigation for the Tier II EIS. Your request for access is denied. The following is an explanation of our position.

The Park in Puyallup is a master planned business park that was developed in conjunction with plans for the eventual extension of SR 167. The property was annexed into the city in 1983 together with a comprehensive EIS for allowance of general commercial uses. The history of the property includes negotiation and deeding of SR 167 right of way to the State through the Park in order for both the State of Washington and Puyallup Land, the park owners, to develop plans with some certainty about the road extension. This discussion occurred with no mention or intention of a “Park and Ride” feature which apparently has been added since these dedications.

Puyallup Land is not interested in allowing a Park and Ride on their property. We have developed plans for our land. We have begun permitting one of our planned buildings on the parcels you have designated for study. Development of this parcel is integral to our business success.

Page 1 of 2

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B05-001

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