



City of Seattle

Department of Planning and Development

D.M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3011622

Applicant Name: Terry Beals for Central Puget Sound Regional Transit Authority (“Sound Transit”)

Address of Proposal: 4718 30th Avenue South

SUMMARY OF PROPOSED ACTION

Land Use Application to allow an essential public facility containing 46 bike lockers and a bike rack system (Sound Transit Columbia City Light Rail Station).

The following approvals are required:

Essential Public Facilities – SMC Chapter 23.80

SEPA DETERMINATION: Exempt DNS MDNS EIS
 DNS with conditions
 DNS involving non-exempt grading, or demolition or another agency with jurisdiction.

BACKGROUND DATA

Site Description

The site area is approximately 2,910 sq ft. and is bordered by Martin Luther King Jr Way S to the east and 30th Ave S to the west. There are no mapped ECA’s on the site. The Columbia City Station Bike Locker Plaza project site area is located within the Single Family 5000 (SF 5000) zone and within the Light Rail Station Area Overlay District.

Public Comments

The public comment period ended November 17, 2010. The Department received no comments during the comment period concerning the proposal.

PROJECT DESCRIPTION

Sound Transit acquired this site originally as part of construction of Central Link. Previously this site was a single family residence. The single family residence was demolished in 2004 under DPD Permit #741819 due to widening of Martin Luther King Jr. Way S to accommodate Central Link Light Rail along with several other neighboring properties along this block. This site and others were kept by Sound Transit as undeveloped lots for future undetermined use (Single family, Transit Oriented Development, etc).

The Columbia City Station site will consist of approximately 46 bike lockers and one bicycle rack. When complete this facility will accommodate 54 bicycles.

ANALYSIS – ESSENTIAL PUBLIC FACILITIES

Pursuant to SMC 23.80.002, in reviewing an application for a proposed essential public facility, the Director considers a specified set of criteria listed in SMC 23.80.004. Based on the information provided by the applicant and review of the proposal by the Land Use Planner, the following findings are made with respect to the criteria cited:

- 1. Interjurisdictional Analysis. A review to determine the extent to which an interjurisdictional approach may be appropriate, including consideration of possible alternative sites for the facility in other jurisdictions and an analysis of the extent to which the proposed facility is of a county- wide, regional or state-wide nature, and whether uniformity among jurisdictions should be considered.***

The Columbia City Station Bike Locker Plaza is part of a greater effort on behalf of Sound Transit to increase mobility and access for its patrons. Puget Sound Regional Council granted Sound Transit FTA monies for bike enhancements throughout its regional network. The purpose of this facility is to provide lockers for bikes near the Columbia City light rail station. No other available site would be more appropriate.

- 2. Financial Analysis. A review to determine if the financial impact upon the City of Seattle can be reduced or avoided by intergovernmental agreement.***

The Final Environmental Impact Statement for the Central Link Light Rail Project addresses the potential impacts of the project, including the potential financial impact on the City of Seattle. The potential financial impact was considered by the Federal Transit Administration prior to issuance of its Record of Decision which included measures to mitigate potential impacts. There appears to be no additional financial impact by this bike locker project.

- 3. Special Purpose Districts. When the public facility is being proposed by a special purpose district, the City should consider the facility in the context of the district's overall plan and the extent to which the plan and facility are consistent with the Comprehensive Plan.***

It appears that Sound Transit is not a Special Purpose District.

- 4. Measures to Facilitate Siting. The factors that make a particular facility difficult to site should be considered when a facility is proposed, and measures should be taken to facilitate siting of the facility in light of those factors (such as the availability of land, access to transportation, compatibility with neighboring uses, and the impact on the physical environment).***

The siting of this bicycle storage facility is appropriate in terms of proximity to the station, minimal impact to the environment and compatibility with neighboring uses.

SMC 23.80.004 B:

This subsection states that if the decision maker determines that attaching conditions to the permit approval will facilitate project siting in light of the considerations identified above, the decision maker may establish conditions for the project for that purpose. Potential impacts of the project and the measures to mitigate those impacts are discussed in the 1999 FEIS.

23.80.004 C: Light rail transit facilities.

- 1. Light rail transit facilities necessary to support the operation and maintenance of a light rail transit system are permitted in all zones and shoreline environments within the City of Seattle.***

The proposed Columbia City Station Bicycle Plaza proposed under this MUP application are necessary to support the operation of the light rail transit system and are therefore permitted outright in the underlying zoning (SF 5000) of the subject site areas.

- 2. The Director may approve a light rail transit facility pursuant to Chapter 23.76, Master Use Permits and Council Land Use Decisions only if the alignment, transit station locations, and maintenance base location of the light rail transit system have been approved by the City Council by ordinance or resolution.***

Sound Transit is a regional transit authority authorized to implement high capacity transit systems. On November 5, 1996, Central Puget Sound voters approved local funding to implement the Sound Move plan. Sound Move represents the region's preferred transportation strategy and is consistent with and implements applicable federal, state, and local requirements for transportation and land use/growth management planning. The Columbia City rail station location was approved by the City Council.

The Columbia City Station Bicycle Locker Plaza is a continuation of efforts by Sound Transit to increase ease of access to its network for neighborhood uses by providing a safe and secure location for bicyclists to stow their vehicles. This effort is presently being duplicated at other Sound Transit facilities throughout its network. The grant for the installation of these lockers was executed September 20, 2010.

- 3. When approving light rail transit facilities, the Director may impose reasonable conditions in order to lessen identified impacts on surrounding properties. A Master***

Use Permit is not required for at-grade, below-grade, or above-grade tracks and their supporting structures, below-grade facilities, minor alteration of light rail transit facilities involving no material expansion or change of use, and other minor new construction that, in the determination of the Director, is not likely to have significant adverse impacts on surrounding properties.

This MUP application is for bicycle parking accessory to Columbia City Station. While impacts resulting from construction of these features are expected to be minimal, the applicant understands that conditions may also be attached to the MUP for this site, as applicable. The applicant also understands that DPD may impose other reasonable development conditions on the Project in order to lessen identified impacts on the surrounding neighborhood.

- 4. When approving light rail transit facilities, the Director may impose conditions to ensure consistency with design guidelines developed for the light rail system by the City and the applicant.***

The City has considered the Central Link Light Rail Project in its entirety. The City participated in preparation of the Sound Move plan and in the EIS for the Central Link Project and was actively involved in the decisions regarding where to site the various segments of the Central Link Project.

- 5. The Director may waive or modify development standards applicable to a light rail transit facility if the applicant demonstrates that waiver or modification of a development standard:***
 - a. is reasonably necessary to allow the siting or proper functioning of a light rail transit facility; or***
 - b. will lessen the environmental impacts of a light rail transit facility on site or on surrounding properties; or***
 - c. will accommodate future development that will comply with development standards better than if the development standard waiver or modification were not granted.***

There are two components of the project design that do not meet the underlying zoning development standards for structures in a Single Family zone. Sound Transit requests exceptions for where proposed bike lockers and plaza amenities encroach into the required side and rear yards per 23.80.004C. Specifically, the bike locker is encroaching ten feet into the required 20' front yard, as well as encroaching into the north five feet of the required side yard. There are also small benches and light poles within the required side yards and front yard.

The inclusion of a sufficient number of bike lockers and space to circulate around the lockers locates the lockers against the north property line (and into the side yard), as well as encroaches into the front yard. Therefore, this modification of the required yard standards is necessary to reasonably accommodate this programmatic element of the light rail facility.

- 6. The Director may impose reasonable conditions on any waiver or modification of development standards to ensure consistency with design guidelines developed for the***

light rail system by the City and the applicant, and to lessen, to the extent feasible, environmental impacts of a light rail transit facility on site or on surrounding properties.

The City has considered the Central Link Light Rail Project in its entirety. The City participated in preparation of the Sound Move plan and in the EIS for the Central Link Project and was actively involved in the decisions regarding where to site the various segments of the Central Link Project.

- 7. A Master Use Permit for light rail transit facilities shall not be issued until the Director has received satisfactory evidence that the applicant has obtained sufficient funding (which might include a Full Funding Grant Agreement with a federal agency) to complete the work described in the Master Use Permit application.*

Sound Transit has obtained sufficient funding to complete the work described in this application per Attachment B, FTA CMAQ Grant Agreement, executed 9/20/2010 contained in the project file.

DECISION – ESSENTIAL PUBLIC FACILITY

The Essential Public Facility application and development standard waiver requests are **APPROVED**.

CONDITIONS - ESSENTIAL PUBLIC FACILITIES

NONE.

Signature: _____ (signature on file) Date: January 13, 2011
Lisa Rutzick, Land Use Planner
Department of Planning and Development

LR:bg