



City of Seattle
Edward B. Murray, Mayor

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: 3015686
Applicant Name: Justin Lacson
Address of Proposal: 3407 Airport Way S

SUMMARY OF PROPOSED ACTION

Land Use Application to allow construction of a maintenance shop and office building (32,757 square feet) and a storage building (4,000 square feet) accessory to the light rail transit operations and maintenance base (Sound Transit Light Rail). Project includes 6,500 cubic yards of grading. No change in parking. Environmental Impact Statement prepared by Sound Transit.

Seattle Municipal Code (SMC) requires the following approvals:

SEPA – For conditioning only - Chapter 25.05, Seattle Municipal Code.

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

*Final Environmental Impact Statement issued by Sound Transit, November 1999; Supplemental Final Environmental Impact Statement issued by Sound Transit, April 2006.

BACKGROUND DATA

Site Location and Zoning Designations

The project is located on the 25-acre Sound Transit Light Rail Operations and Maintenance Facility site. The site is west of Airport Way S and south of S Forest Street, and is within the Duwamish Manufacturing/Industrial Area, about two miles south of downtown Seattle. The property is within a General Industrial 2 zone with an 85-foot height limit (IG2-U/85).

Vicinity Description

Properties around the site are zoned IG2-U/85. General Industrial 1 (IG1-U/85) properties are located northwest of the site. The surrounding area includes a mix of industrial, transportation and commercial activities. The elevated Link Light Rail line runs through the northern portion of the site; touchdown ramps are provided from this elevated structure to the maintenance yard itself.

Proposal Description

The proposed project would construct a Maintenance of Way (MOW) building on the existing Link Operations and Maintenance Facility (OMF) site. The proposed MOW building would be a 36,757 square foot structure housing the Track, Facilities and Power Department for Sound Transit's light rail operations, and Sound Transit Police. Program elements will include a pre-engineered metal building with mixed uses such as service shop areas, minor fabrication areas including welding facilities, testing, spare parts storage, administrative support offices, fleet vehicle parking, police vehicle parking, and associated site utilities and improvements. A separate covered storage structure (WA L&I Gold Seal) will be provided at approximately 4,000 square feet. Both structures would be located on the north end of the existing Sound Transit OMF site. At present, this area is occupied by two modular construction offices, two maintenance tent structures providing covered storage, asphalt paved roads, and asphalt and gravel parking areas.

The *Central Link Light Rail Transit Project Volume 1, FEIS* (November 1999) (page 2-31) and *Amended Record of Decision for Central Link Light Rail Initial Segment* (page 5, Appendix D) covered the proposed maintenance base facility for Sound Transit's light rail system. The 1999 Central Link EIS anticipated the maintenance base facility to provide for running repairs, heavy maintenance, and storage of light rail vehicles. Potential environmental consequences were considered, along with actions to avoid, minimize and mitigate potential impacts. Disclosure of impacts in this document formed the basis of DPD's analysis and decision for Sound Transit's Light Rail Operations and Maintenance Facility at this site (see Master Use Permit #2200906).

The *2006 North Link Final Supplemental EIS* indicated that, within the maintenance base facility site, a maintenance-of-way building and yard storage tracks would be required for the North Link extension (page ES-11). The North Link project anticipated requiring the construction of track and maintenance-of-way facilities within the maintenance base site and is consistent with the characteristics of the base as considered in the Central Link FEIS environmental documents (page 2-22).

Public Comments

The SEPA comment period for this project ended on November 20, 2013; no comments were received.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the Final Environmental Impact Statement for the Central Link Light Rail system, prepared by Sound Transit in November, 1999; additional information was provided in the North Link Final Supplemental Environmental Impact Statement, issued in April, 2006. The information in these

documents, supplemental information provided by the applicant, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation," subject to some limitations. Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is considered appropriate, and is provided below.

Short-term (construction-related) Impacts

The following temporary or construction-related impacts are expected during the construction period: temporary soil erosion; decreased air quality due to increased dust and other suspended air particulates from site work and transport of materials to and from the site; increased noise and vibration from construction operations and equipment; increased traffic and parking demand from construction personnel traveling to and from the work site; and consumption of renewable and non-renewable resources. Compliance with applicable code and ordinances will reduce or eliminate most adverse short-term impacts to the environment. These include the Grading Code (SMC 22.170), the Noise Control Ordinance (SMC 25.08), the Street Use Ordinance (SMC Title 15), and the Seattle Building Code. Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. During construction, erosion and sediment control measures would conform to the City of Seattle's Best Management Practices (BMP) Manual.

Greenhouse Gas Emissions: Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project. No conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Long-term (operational) Impacts

Long-term or use-related impacts are anticipated as a result of this proposal, including increased building bulk and scale on the site; increased demand for public services and utilities; increased light and glare; increased energy consumption; and increased vehicle traffic. These impacts are expected to be minor, and compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment.

Greenhouse Gas Emissions

Operational activities are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

Traffic and Transportation

The 1999 Central Link FEIS disclosed that approximately 400 full-time equivalent (FTE) employees were anticipated for the Operations and Maintenance facility. These employees were forecast to generate 309 daily weekday vehicle trips. Currently, 195 FTEs are based at the Operations and Maintenance Facility. It is expected that 48 of these FTEs located at the OMF will move into the MOW building, with about 16 FTEs occupying the building during each daily work shift. If this results in an increase of 48 FTEs to the site as a whole, the total number of FTEs at the OMF site would be 243, well below the 400 FTEs anticipated in the 1999 Central Link FEIS. Therefore, the MOW building will not generate any transportation impacts not anticipated in the 1999 FEIS. As a condition of Street Vacation approval for consolidation of individual parcels at the time of initial OMF construction, the City Council required that Sound Transit submit a transportation management plan (TMP), which would reduce the amount of single-occupant vehicle trips to the site (CF 304506). No additional mitigation is warranted pursuant to SEPA policy.

DECISION - SEPA

The application is **GRANTED**.

CONDITIONS - SEPA

None.

Signature: (signature on file) Date: March 20, 2014
John Shaw, Senior Transportation Planner
Department of Planning and Development