



Operations and Maintenance Facility South

Draft Environmental Impact Statement

Appendix F: Supporting Information for Other Technical Analyses



 **SOUNDTRANSIT**

March 2021

Appendix F: Supporting Information for Other Technical Analyses

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Operations and Maintenance Facility South

Appendix F1:
Potentially Affected
Parcels

March 2021

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APPENDIX F1: POTENTIALLY AFFECTED PARCELS

The OMF South project would require property acquisitions and potential displacements and relocations. This appendix presents the potentially affected parcels associated with each build alternative for all project components including the mainline, lead tracks, and the OMF site.

Property impacts were determined using King County Assessor's information and aerial imagery. Parcels were categorized as either full or partial acquisitions depending on potential impacts to existing uses. Parcels were categorized as full acquisitions where project activities would potentially require acquisition of the entire parcel, and all current uses and occupants would be displaced. Parcels were categorized as partial acquisitions where project activities would potentially impact part of a parcel but not to the extent that the existing use would completely be displaced.

For the purposes of this analysis, full and partial acquisitions are analyzed together as potentially affected parcels. The list of parcels was developed based on information available at the time of analysis and is subject to updates as the OMF South designs are refined throughout the environmental review process and into final design. The project would also require temporary and permanent easements, which have not been determined yet and therefore are not included in the data for potentially affected parcels.

Final determinations of affected properties will be based on the project's final design following Sound Transit's selection of the project to build after completion of the Final Environmental Impact Statement process. Potentially affected parcels described here are intended to be used for comparison across alternatives and are not final determinations.

Table F1-1 presents the potentially affected parcels for each of the OMF South build alternatives. The parcels listed in Table F1-1 are also shown in Figures F1-2 through F1-5, according to the alternative. Parcels are identified in the figures using Map ID numbers which were created uniquely for this project. These Map ID numbers correlate with the King County parcel ID numbers listed in Table F1-1, along with other parcel information including address and generalized land use.

Table F1-1 Potentially Affected Parcels by Alternative

Map ID	King County Parcel ID	Address	Generalized Land Use	Midway Landfill Alternative	South 336th Street Alternative	South 344th Street Alternative
001	2222049113	XXX S 240TH ST	Vacant	X		
002	5514000060	XXX PACIFIC HWY S	Public/Institutional	X		
003	5514000020	XXX PACIFIC HWY S	Vacant	X		
004	5514000030	XXX PACIFIC HWY S	Vacant	X		
005	2122049046	24300 PACIFIC HWY S	Commercial	X		
006	2122049068	24481 32ND AVE S	Vacant	X		
008	2222049168	XXX S 240TH ST	Vacant	X		
009	2122049021	24650 PACIFIC HWY S	Public/Institutional	X		
011	3602400186	24453 PACIFIC HWY S	Commercial	X		

Table F1-1 Potentially Affected Parcels by Alternative (continued)

Map ID	King County Parcel ID	Address	Generalized Land Use	Midway Landfill Alternative	South 336th Street Alternative	South 344th Street Alternative
012	3601800160	24615 PACIFIC HWY S	Commercial	X		
015	3601800165	24619 PACIFIC HWY S	Commercial	X		
016	3601800170	24635 PACIFIC HWY S	Vacant	X		
017	3601800320	24635 PACIFIC HWY S	Vacant	X		
018	3601800295	24645 PACIFIC HWY S	Commercial	X		
024	2122049025	3100 S 248TH ST	Public/Institutional	X		
025	2122049006	24602 PACIFIC HWY S	Commercial	X		
026	2122049170	24602 PACIFIC HWY S	Commercial	X		
027	3601800076	24620 PACIFIC HWY S	Commercial	X		
028	2122049026	24800 PACIFIC HWY S	Public/Institutional	X		
029	3601800101	24800 PACIFIC HWY S	Commercial	X		
030	3601800115	XXX PACIFIC HWY S	Vacant	X		
031	3601800145	24799 28TH AVE S	Vacant	X		
032	2122049033	3000 S 248TH ST	Public/Institutional	X		
033	2122049014	2900 S 252ND ST	Public/Institutional	X		
034	2122049055	24800 PACIFIC HWY S	Public/Institutional	X		
035	2122049156	24805 PACIFIC HWY S	Commercial	X		
037	2122049117	24820 PACIFIC HWY S	Vacant	X		
043	2122049137	2926 S 252ND ST	Public/Institutional	X		
050	1950900125	3025 S 252ND ST	Residential - Single Family	X		
051	1950900130	3019 S 252ND ST	Residential - Single Family	X		
052	1950900135	3011 S 252ND ST	Residential - Single Family	X		
053	1950900140	3005 S 252ND ST	Residential - Single Family	X		
054	1950900085	2947 S 252ND ST	Residential - Single Family	X		
055	1950900080	2939 S 252ND ST	Residential - Single Family	X		
056	1950900075	2933 S 252ND ST	Residential - Single Family	X		
057	1950900070	2925 S 252ND ST	Residential - Single Family	X		
058	1950900065	2919 S 252ND ST	Residential - Single Family	X		
059	1950900060	2911 S 252ND ST	Residential - Single Family	X		
060	1950900055	2905 S 252ND ST	Residential - Single Family	X		
061	1950900005	25205 29TH AVE S	Residential - Single Family	X		
078	1951500015	3018 S 253RD ST	Residential - Single Family	X		

Table F1-1 Potentially Affected Parcels by Alternative (continued)

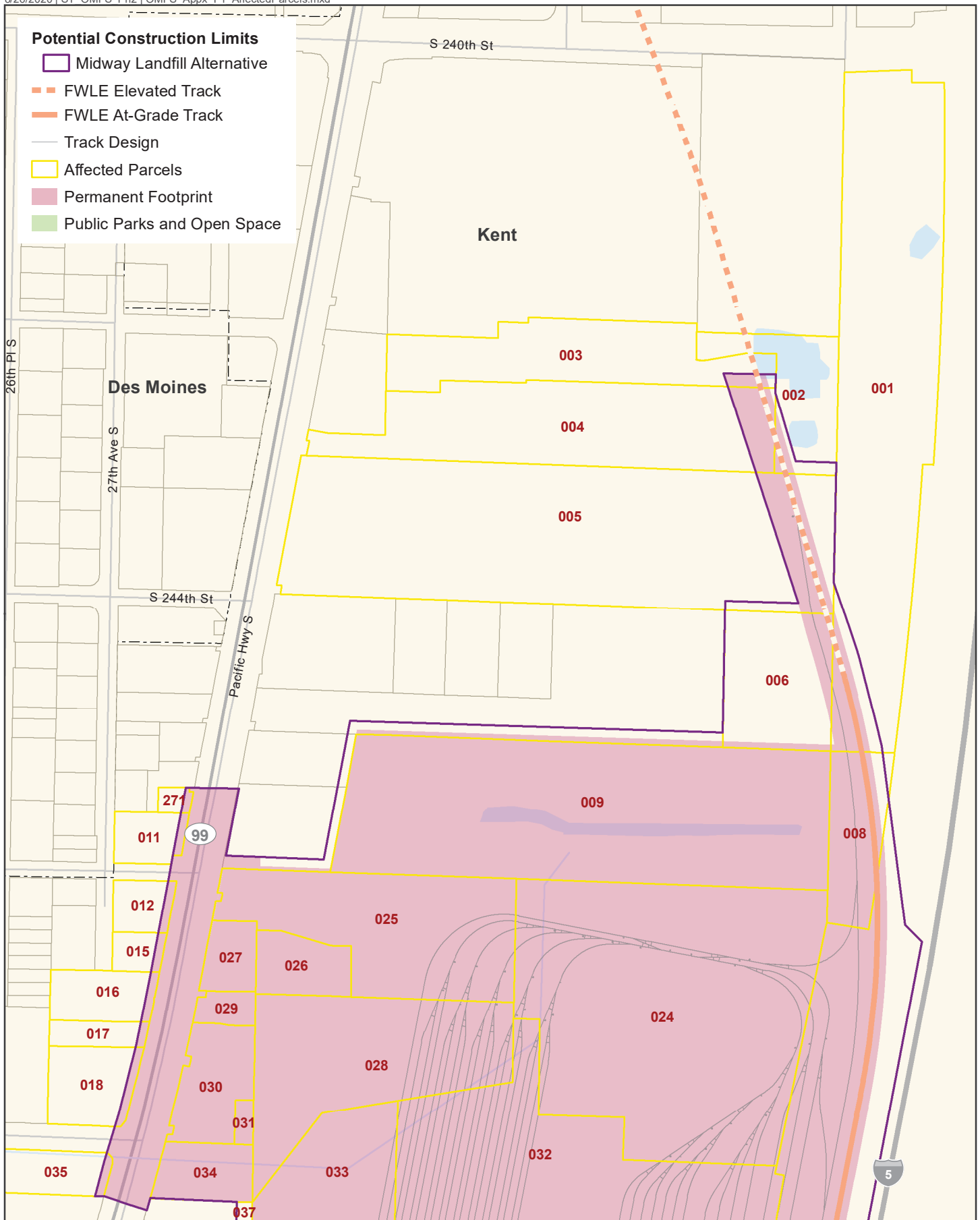
Map ID					South	South
098	7622400019	2201 S COMMONS	Commercial		X	X
099	7622400020	32320 23RD AVE S	Vacant		X	X
101	7978200526	2500 S 320TH ST	Vacant		X	X
102	1621049037	2101 S 324TH ST	Residential - Single Family		X	X
103	162104UNKN	2101 S 324TH ST	Residential - Multi-Family		X	X
112	7978200260	33201 24TH AVE S	Vacant		X	X
121	7978200180	2245 S 333RD ST	Residential - Single Family		X	
125	7978200186	2253 S 333RD ST	Residential - Multi-Family		X	
126	7978200210	2230 S 336TH ST	Residential - Single Family		X	
127	7978200215	2234 S 336TH ST	Residential - Single Family		X	
128	7978200220	2246 S 336TH ST	Residential - Single Family		X	
129	7978200225	2250 S 336TH ST	Residential - Single Family		X	
150	2121049003	33652 20TH AVE S	Vacant		X	X
151	2121049004	33645 20TH AVE S	Public/Institutional		X	X
152	2121049069	1641 S 336TH ST	Vacant		X	
155	2121049027	33616 PACIFIC HWY S	Commercial		X	
156	2121049026	33832 PACIFIC HWY S	Vacant		X	
157	2121049068	33838 PACIFIC HWY S	Public/Institutional		X	
163	2121049050	34020 PACIFIC HWY S	Commercial		X	
164	2121049024	1700 S 340TH ST	Commercial		X	
165	2121049041	1724 S 340TH ST	Residential - Single Family		X	
166	2121049042	1800 S 340TH ST	Residential - Single Family		X	X
167	2121049040	1816 S 340TH ST	Residential - Single Family		X	X
168	2121049039	1828 S 340TH ST	Residential - Single Family		X	X
169	2121049047	1920 S 340TH ST	Residential - Single Family		X	X
170	3903800160	34004 16TH AVE S	Commercial		X	
171	3903800110	1626 S 341ST PL	Commercial		X	X
172	3903800140	1620 S 341ST PL	Commercial			X
173	3903800130	1710 S 341ST PL	Commercial			X
174	3903800120	1720 S 341ST PL	Commercial			X
175	3903800100	34008 18TH PL S	Commercial		X	X
176	3903800090	1800 S 341ST PL	Commercial			X

Table F1-1 Potentially Affected Parcels by Alternative (continued)

Map ID					South	South
177	3903800080	1820 S 341ST PL	Commercial			X
178	3903800070	1908 S 341ST PL	Commercial		X	X
179	3903800060	1916 S 341ST PL	Vacant		X	X
180	2121049082	1924 S 341ST PL	Vacant		X	X
181	2121049061	2102 S 341ST PL	Commercial		X	X
182	2121049085	2110 S 341ST PL	Vacant		X	X
183	2121049033	34114 21ST AVE S	Commercial		X	X
184	2121049028	2020 S 344TH ST	Vacant			X
185	2121049048	2025 S 341ST PL	Commercial		X	X
186	2121049060	2011 S 341ST PL	Commercial		X	X
187	3903800050	1925 S 341ST PL	Public/Institutional		X	X
188	3903800040	1909 S 341ST PL	Vacant			X
189	3903800030	1909 S 341ST PL	Public/Institutional			X
190	3903800020	1707 S 341ST PL	Commercial			X
191	2693300000	2010 S 344TH ST	Commercial			X
192	2121049072	1936 S 344TH ST	Vacant			X
193	2121049007	1934 S 344TH ST	Vacant			X
194	2121049045	1928 S 344TH ST	Commercial			X
195	2121049044	1910 S 344TH ST	Commercial			X
196	2121049056	1916 S 344TH ST	Residential - Single Family			X
197	4129600005	34204 18TH PL S	Residential - Single Family			X
198	4129600010	34212 18TH PL S	Residential - Single Family			X
199	4129600015	34220 18TH PL S	Residential - Single Family			X
200	4129600020	34228 18TH PL S	Residential - Single Family			X
201	4129600025	34234 18TH PL S	Residential - Single Family			X
202	4129600030	34242 18TH PL S	Residential - Single Family			X
203	4129600035	34250 18TH PL S	Residential - Single Family			X
204	4129600040	1824 S 344TH ST	Residential - Single Family			X
205	4129600080	34205 18TH PL S	Residential - Single Family			X
206	4129600075	34213 18TH PL S	Residential - Single Family			X
207	4129600070	34221 18TH PL S	Residential - Single Family			X
208	4129600065	34229 18TH PL S	Residential - Single Family			X

Table F1-1 Potentially Affected Parcels by Alternative (continued)

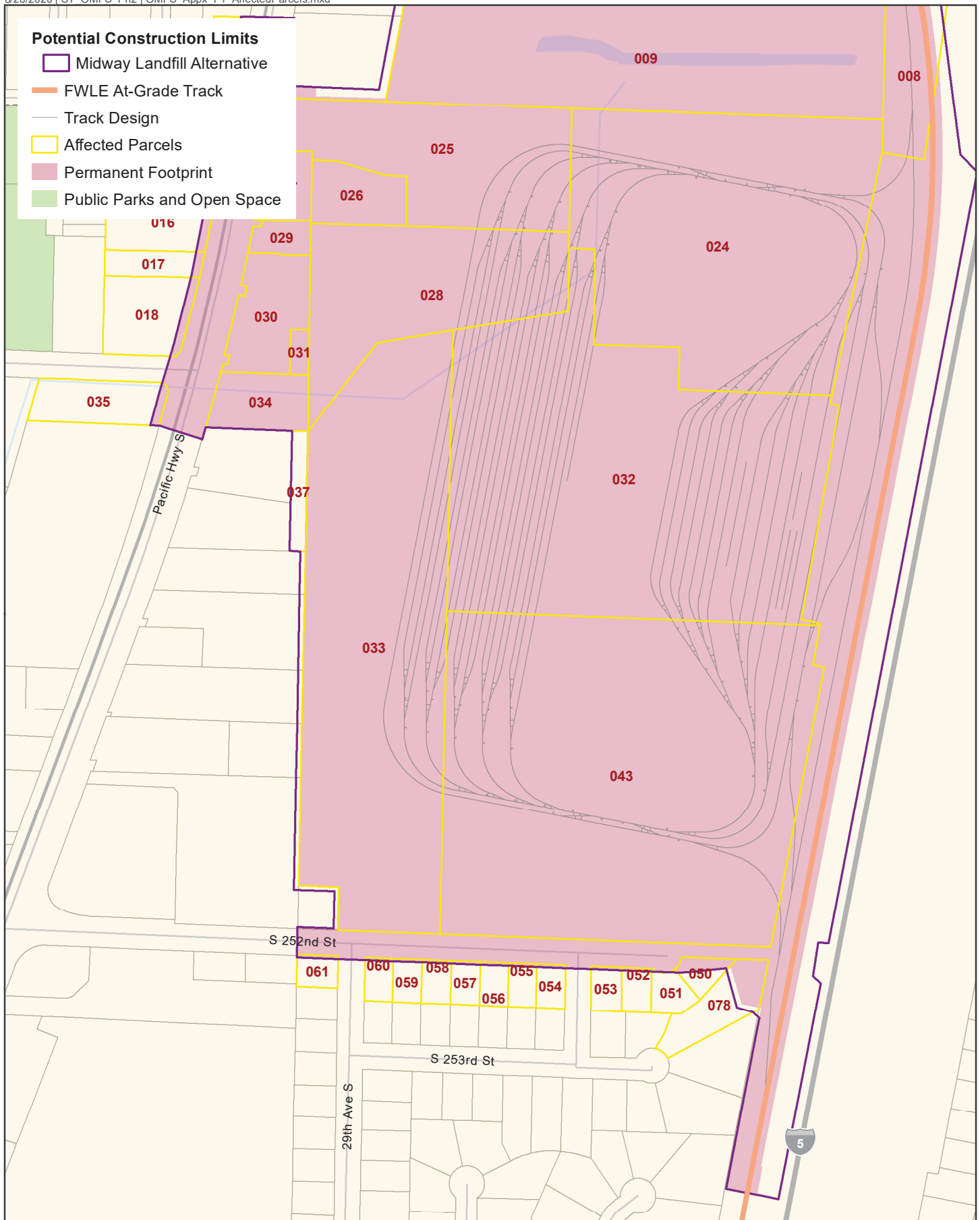
Map ID	King County Parcel ID	Address	Generalized Land Use	Midway Landfill Alternative	South 336th Street Alternative	South 344th Street Alternative
209	4129600060	34235 18TH PL S	Residential - Single Family			X
210	4129600055	34243 18TH PL S	Residential - Single Family			X
211	4129600050	34251 18TH PL S	Residential - Single Family			X
212	4129600045	34259 18TH PL S	Residential - Single Family			X
214	2121049018	1710 S 344TH ST	Commercial			X
215	2121049089	1628 S 344TH ST	Commercial			X
216	2121049088	1820 S 347TH PL	Vacant			X
217	2121049010	34520 16TH AVE S	Commercial			X
271	3602400182	24443 PACIFIC HWY S	Commercial	X		
571	2121049073	1610 S 344TH ST	Commercial			X
572	2121049077	34726 16TH AVE S	Commercial			X
573	2121049078	1688 S 348TH ST	Commercial			X
597	2500900030	34404 16TH AVE S	Commercial			X
598	2500900040	34410 16TH AVE S	Commercial			X
606	3903800010	1607 S 341ST PL	Commercial			X
607	3903800015	1625 S 341ST PL	Commercial			X
608	3903800150	1610 S 341ST PL	Commercial			X



Data Sources: King County; Cities of Des Moines, Federal Way, Kent (2019).

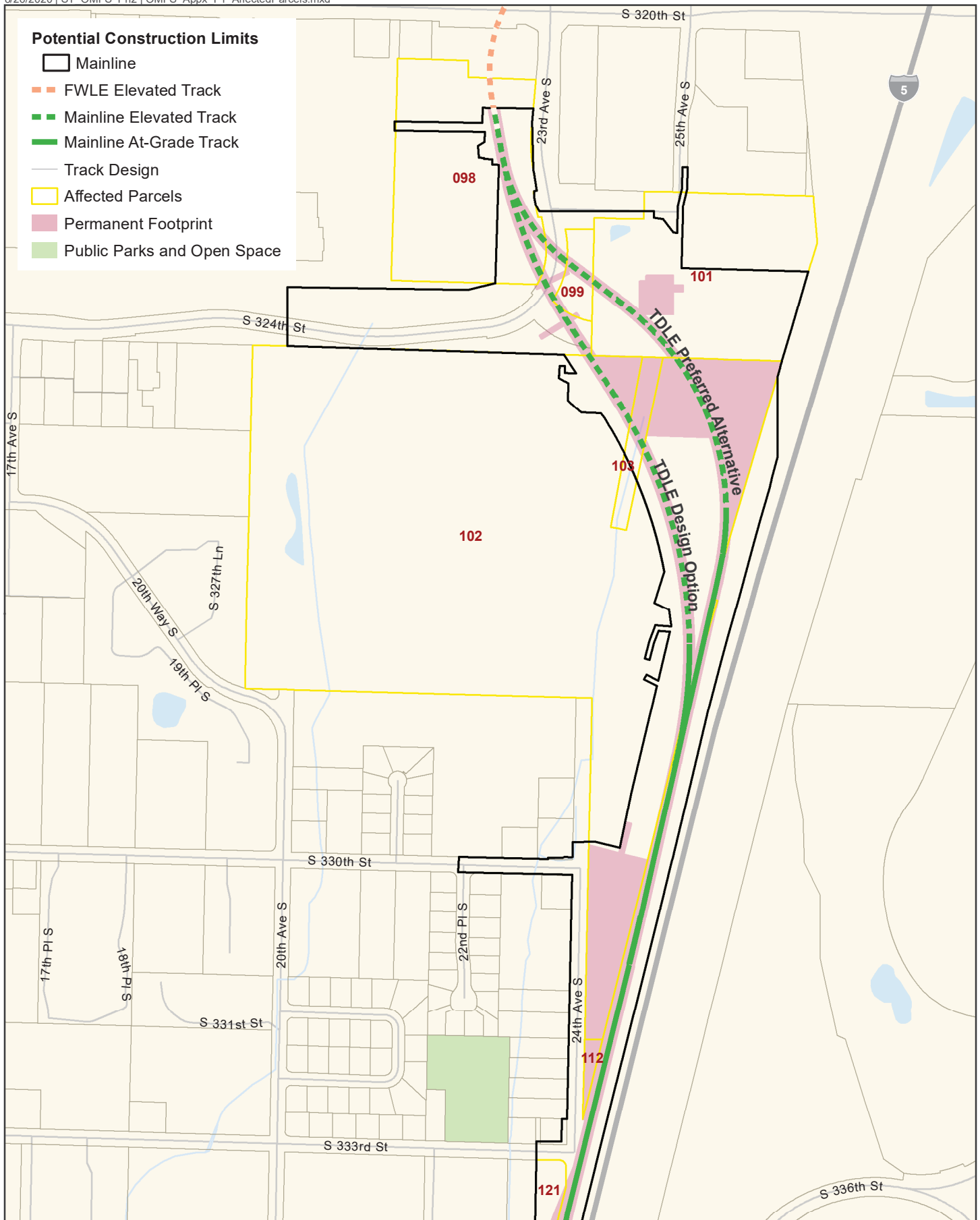
FIGURE F1-1
 Affected Parcels
 Midway Landfill Alternative
 OMF South





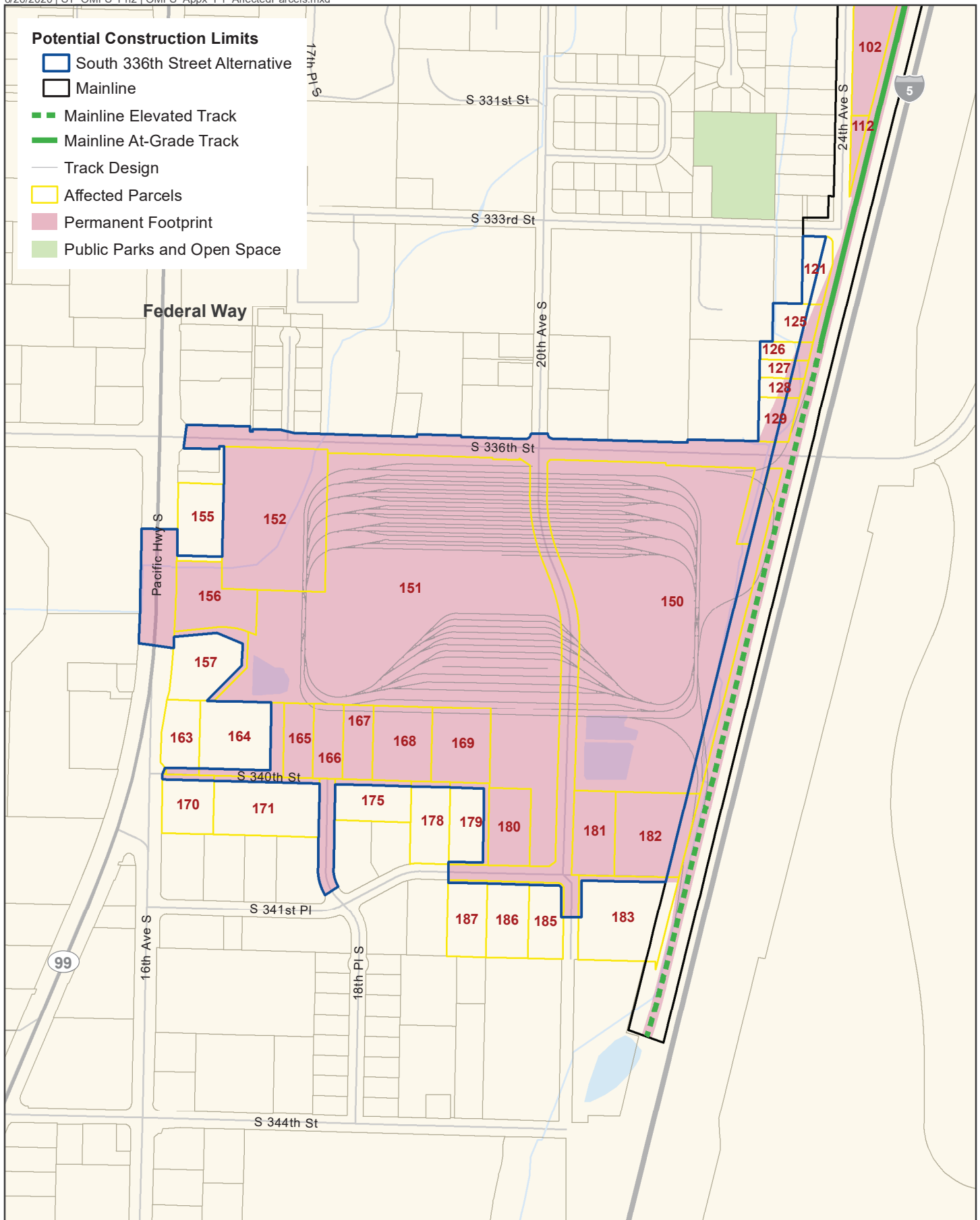
Data Sources: King County; Cities of Des Moines, Federal Way, Kent (2019).

FIGURE F1-2
Affected Parcels
Midway Landfill Alternative
OMF South



Data Sources: King County; Cities of Des Moines, Federal Way, Kent (2019).

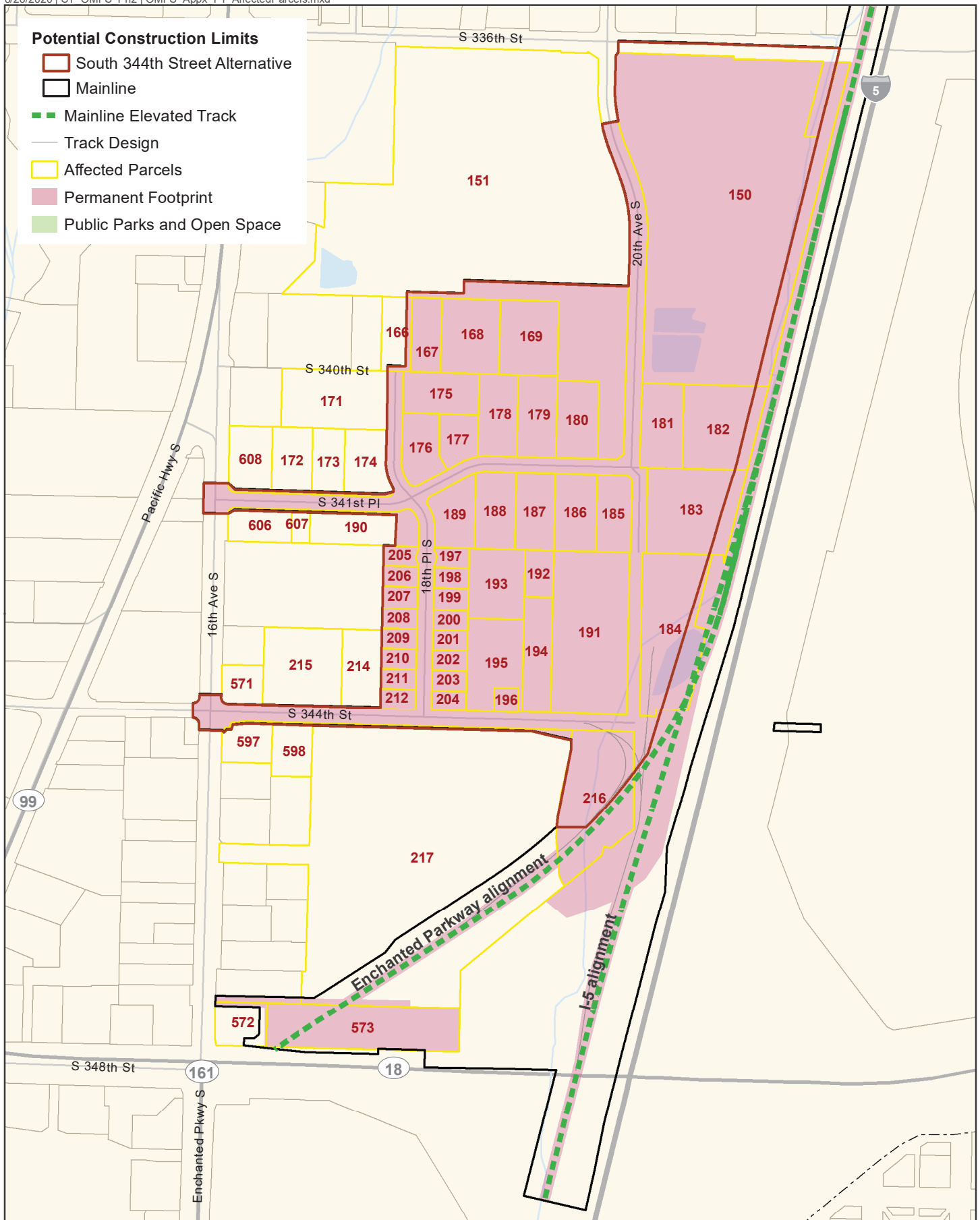
FIGURE F1-3
Affected Parcels
Mainline Track Options
OMF South



Data Sources: King County; Cities of Des Moines, Federal Way, Kent (2019).

FIGURE F1-4
Affected Parcels
South 336th Street Alternative
OMF South





Data Sources: King County; Cities of Des Moines, Federal Way, Kent (2019).

FIGURE F1-5
 Affected Parcels
 South 344th Street Alternative
 OMF South





Operations and Maintenance Facility South

Appendix F2:
Land Use Technical
Appendix

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1 METHODS

Environmental impacts associated with land use were assessed by examining data collected from local jurisdictions and local and regional land use plans and policies. Local plans, policies, and zoning were reviewed to determine the proposed project's consistency with local regulations. Geographic information system (GIS) data, aerial photographs, and verification techniques were used to assess land use compatibility. Because comprehensive plan land use and zoning code designations vary in definition depending on the jurisdiction (i.e., the cities of Kent, Federal Way, and Des Moines, as well as King County), land uses were generalized into dominant land use categories to compare them consistently. The generalized land use categories include single-family residential, multi-family residential, commercial/industrial, public/institutional, and vacant. These categories were also used to classify the existing land use for potentially affected parcels for each of the build alternatives.

1.1 Data Sources

- City of Federal Way Comprehensive Plan maps and GIS data (land use designations, zones, subarea plan boundaries) (City of Federal Way 2015)
- City of Kent Comprehensive Plan maps and GIS data (land use designations, zones, subarea plan boundaries) (City of Kent 2011, 2015, 2019a).
- City of Des Moines Comprehensive Plan maps and GIS data (land use designations, zones, subarea plan boundaries) (City of Des Moines 2019a).
- King County Assessments Department parcel GIS data and present land uses (King County 2019).
- Puget Sound Regional Council (PSRC) Demographics and Land Use Vision data and GIS data (PSRC 2017, 2019).

2 RESOURCES AND REGULATORY REQUIREMENTS

Development of the proposed OMF South project would result in direct land use conversions within the footprint of the OMF site for each of the build alternatives. The OMF project could also indirectly influence land use conversions or change land use patterns in surrounding areas. The policies, plans, and documents governing land use in the study area for the proposed project are listed below:

2.1 State and Regional

- Washington State Growth Management Act (GMA), originally adopted in 1990, and primarily codified under the Revised Code of Washington Chapter 36.70A (Growth Management – Planning by Selected Counties and Cities) and Essential Public Facility under Revised Code of Washington 36.70A.200.
- PSRC Vision 2040, adopted 2009. The draft Vision 2050, an update to Vision 2040, is scheduled for adoption in May 2020 (PSRC 2019, 2020).
- PSRC, The Growing Transit Communities Strategy – A Transit Corridor Action Agenda for the Central Puget Sound Region (2013).

- PSRC, Regional Transportation Plan, adopted in May 2018. This plan is an update of Transportation 2040, which was adopted in 2010.
- Sound Transit Regional Transit Long-Range Plan, adopted in December 2014 (Sound Transit 2014).
- Sound Transit Equitable Transit-Oriented Development (TOD) Policy (Board Resolution No. R2018-10) addresses how the agency should consider potential for TOD development near transit facilities being planned and studied and reflects the requirements of Sound Transit 3 and the Revised Code of Washington (RCW) 81.112.350, the agency's enabling legislation (Sound Transit 2018).
- Sound Transit Real Property Excess, Surplus and Disposition Policy (Board Resolution No. R2013-30) (Sound Transit 2013).

2.2 Local

- The City of Des Moines Code is current through Ordinance 1731, passed November 2019.
- The City of Kent Midway Subarea Plan was adopted in December 2011.
- Kent City Code was most recently amended in February 2020. Title 15 Zoning within the Kent City Code was most recently amended in January 2020 (adopted in May 1983), and Chapter 15.15, High Capacity Transit Facilities, is under Title 15 zoning.
- The Federal Way Revised Code – Zoning is current through Ordinance 19-882, which was passed in December 2019 (annual updates are expected).
- The King County Zoning Code was last updated in January 2020 and is expected to have annual updates (originally the code was adopted through Ordinance 11621, 1 (part) and Ordinance 10870, 2 part, 1993).
- The Comprehensive Plan for the City of Federal Way is updated regularly and was last amended in 2015.
- The Comprehensive Plan for the City of Kent was amended in 2015.
- The Comprehensive Plan for the City of Des Moines, referred to as Des Moines 2035, was amended in 2019 and adopted in 2015.
- The King County Comprehensive Plan was most recently amended in 2018; however, updates are expected in June 2020 (adopted originally in 1964).
- City of Kent Change of Use or Occupancy Classification (2016).
- The Shoreline Master Program for the City of Federal Way is included as Chapter 11, Shoreline Master Program, in the Federal Way Comprehensive Plan (FWCP) and is updated every 8 years (last updated in 2011).
- The City of Kent Shoreline Master Program released draft amendments in 2019 and last adopted updates in 2009.
- Highline College Master Plan (adopted 2016).

3 AFFECTED ENVIRONMENT

Each OMF South build alternative will be developed within the context of the Washington State GMA. The GMA is a series of state statutes originally adopted in 1990, and the GMA Chapter, Growth Management - Planning by Selected Counties and Cities (codified under RCW Chapter 36.70A) describes the development context. Essentially, the GMA requires higher-growth local governments (cities and counties) to develop comprehensive plans to manage growth through several measures and a series of goals. These measures include the identification and protection of critical areas and natural resource land, designation of urban growth areas, and preparation and implementation of comprehensive plans through capital investments and development goals. The proposed project is within the urban growth boundaries of the cities of Kent and Federal Way.

The GMA also ensures that zoning is consistent with comprehensive plans, and it prohibits local governments from precluding the siting of essential public facilities either through comprehensive plans or zoning (RCW 36.70A.200, section 5). As a “regional transit authority facility,” the proposed project is considered an essential public facility by the GMA (RCW 36.70A.200). Therefore, local jurisdictions would be required to avoid preclusion of the project and would need to accommodate it in their comprehensive plans, land use goals and policies, and development regulations once Sound Transit selects the alternative to be built.

3.1 Midway Landfill Alternative

The Midway Landfill Alternative is within the City of Kent’s Midway Subarea as identified in their comprehensive plan. This subarea is located in the western portion of Kent along a north-south ridgeline situated between the Duwamish/Green River Valley and the Puget Sound. The subarea shares a boundary with the cities of Des Moines, SeaTac, and Federal Way, as well as unincorporated King County. The Midway Subarea is bound to the north by SR 516 and to the south by S 272nd Street. It is less than five miles south of the Seattle-Tacoma International Airport, with direct access to I-5 via SR 516, and is approximately two miles from the Kent North Valley Industrial Area.

The Midway Subarea Plan was inspired by the prospect of a high-capacity light rail transit system. The overall goal of the plan is to “create a dense, pedestrian-friendly, sustainable community [...] around nodes of high capacity mass transit while maintaining auto-oriented uses between the transit-oriented nodes” (City of Kent 2011). The intent for the area is to transition it from low-density residential and commercial uses to higher-density development within transit station nodes, including a mixture of services, office, and residential uses. The Midway Subarea Plan identifies policies to ensure new development in the Midway Subarea will have transit-supported features; the City is expected to work with Sound Transit during all phases of light rail extension planning to ensure Kent’s preferred rail alignment and station location are realized. The plan also outlines policies for pedestrian-friendly development design features by establishing a multimodal circulation network within areas designated Transit Oriented Community. Specific goals within the plan are:

- 1) Provide a mix of land uses in the hopes of increasing revenues, job opportunities, and housing choices.
- 2) Reconcile development standards along the border between Kent and Des Moines for consistency.
- 3) Provide for public transportation in the development of land use policies, development regulations, and implementation strategies.

- 4) Provide appropriate land uses and regulations that support bus rapid transit within the Pacific Highway corridor.
- 5) Identify preferred alignments for the light rail and accompanying station and stop locations within Kent and Des Moines.
- 6) Ensure design that provides a safe and inviting pedestrian environment.

The future Federal Way Link Extension light rail alignment and future Kent/Des Moines Station (between S 236th Street and S 234th Street) are planned to be located within the Midway Subarea Plan, and the proposed OMF South project would be located within the Pacific Highway South commercial transportation corridor portion of the Midway Subarea Plan. The Pacific Highway South commercial area of the Midway Subarea plan is intended for auto-oriented commercial and light industrial uses. The proposed use (maintenance facility buildings) would be similar in scale and development intensity as light industrial uses and would be consistent with the urban character intended for this area.

3.2 South 336th Street and South 344th Street Alternatives

The South 336th Street and South 344th Street alternatives are located in the City of Federal Way. While these alternatives are not located in a subarea plan, they are still covered under the Federal Way Comprehensive Plan.

The Land Use chapter of the comprehensive plan includes policies supporting transit under various comprehensive plan land use designations. These land use designations provide the purposes and goals for different zoning districts (City of Federal Way 2015). The multi-family land use designation encourages street patterns and amenities that increase transit use. In addition, commercial land uses promote commercial development along street edges. Community business land uses encourage the transformation of the Pacific Highway community business corridors into mixed-use areas including commercial and office and high-quality mid-rise developments (three to seven stories). These areas will be designed to integrate auto, pedestrian, and transit circulation to support traffic flow and safety and ensure quality site and building design and functional and aesthetic compatibility between uses.

The South 336th Street and South 344th Street alternatives are primarily within the Multi-Family Residential (RM) land use designation, in addition to smaller areas within Commercial Enterprise (CE), City Center Core (CC-C), and Commercial Business (CB) designations (City of Federal Way 2015). The Federal Way Comprehensive Plan also promotes “creating a city center as an area of concentrated employment and housing served by high capacity transit, public facilities, parks, and open space” (City of Federal Way 2015). Federal Way has a Regional Growth/Urban Center identified as the “City Center,” which is situated in the same area as the CC-C mixed-use zone. Federal Way has been designated as a Regional Growth Center by the PSRC (2020) generally due to its potential for urban growth in the region. The mainline tracks extending from the Federal Way Transit Center to the South 336th Street and South 344th Street alternatives would be located in this CC-C zone.

The City of Federal Way, in partnership with Sound Transit, is currently in the process of developing a new community vision for the “City South” area near the South 344th Street and South 336th Street alternatives. The City South vision process is taking into consideration a possible Tacoma Dome Link light rail station in its future. Planning is still in the early stages, as the City began community engagement efforts only in December 2019 (Fesler 2019). Federal Way began this community visioning process to contemplate alternative futures for the potential station area, which is anticipated to be a precursor to a subarea planning process. However, no

zoning or regulatory changes have been identified at the time of publishing the OMF South Draft Environmental Impact Statement. A Final Vision Report was scheduled to be published in 2020 but was delayed due to the COVID-19 pandemic.

4 LAND USE TABLES

The following tables (Table F2-1 through Table F2-10) concern OMF South's consistency with the primary dimensional standards of zoning codes, land use regulations, and comprehensive plan policies for Kent and Federal Way that would pertain to the project. Tables F2-1 and F2-2 address the Midway Landfill, South 336th Street and South 344th Street alternatives' consistency with the description and intent of the zoning types located within their project footprints. Table F2-3 lists the permitted and non-permitted uses within the various land use types under each zoning category for the Midway Landfill Alternative. Table F2-4 lists the permitted and conditional uses within the various land use types under each zoning category for the South 336th Street and South 344th Street alternatives. Tables F2-5 through F2-7 discuss the consistency of the OMF South project with each alternative's city comprehensive and subarea plans. Lastly, Tables F2-8 and F2-9 list the acreage of each zone within the project alternative study areas, and Table F2-10 displays the acreage of zoning type that would be acquired by each alternative.

4.1 Study Area Zoning

Table F2-1 Midway Landfill Alternative Zones Description and Consistency

City of Kent Zone	Purpose, Select Development Standards	Consistency
MCR: Midway Commercial Residential	<p>The purpose and intent of the MCR zoning district is to encourage the location of dense and varied retail, office, or residential activities in support of rapid light rail and mass transit options, enhance a pedestrian-oriented character, and implement the goals and policies of the Midway Subarea Plan.</p> <p>Select Development Standards: Height limitation is 16 stories or 200 feet, minimum lot area is 7,500 square feet, and maximum site coverage is 80 percent (site coverage is defined as including the portion of a lot covered by buildings or structures).</p>	<p>A portion of the lead tracks linking the OMF South to the mainline are proposed for location in the MCR zone (less than 5 acres). Although transportation and utility uses are listed as conditional uses, transit OMFs are listed as prohibited, inconsistent uses. The tracks use would not be considered a mixture of retail, office, or residential uses intended for this zone; however, the proposed use would support the goal to encourage urban development in support of rapid light rail. Development of light rail tracks would be subject to a City of Kent Conditional Use Permit since transportation and utility uses are conditionally allowed. High-capacity transit (HCT) facilities and their tracks are subject to Chapter 15.15 KCC, a chapter which primarily outlines design regulations for high-capacity transit facilities. The proposed development would be consistent with the 80 percent maximum site coverage standard since the design would result in less than 3 percent of the site covered by buildings and structures.</p>
CM-2: Commercial Manufacturing	<p>The purpose and intent of the Commercial Manufacturing district is to provide locations for those types of developments which combine some characteristics of both retail establishments and small-scale, light industrial operations, heavy commercial and wholesale uses, and specialty manufacturing.</p> <p>All transit-related uses are conditional uses.</p> <p>Select Development Standards: Height limitation is two stories or 35 feet, and maximum site coverage is 50 percent (defined as including the portion of a lot covered by buildings or structures). Kent City Code Section 15.04.195 Commercial and industrial land use development standard conditions, includes a variance provision authorizing the economic and community development director to grant one additional story in</p>	<p>Most of the project footprint (66 acres) is proposed for location on CM-2 zoning and would not conflict with targeted CM-2 uses since the OMF would be similar in scale and development intensity to light industrial operations intended for the CM-2 Zone. Transit operations and maintenance facilities are listed as a conditional use for this zone. Development of the OMF facility would be subject to a City of Kent Conditional Use Permit since transportation and utility uses are conditionally allowed. The highest building height, located at the OMF office building, proposed in draft plans (See Appendix C) is estimated at 36 feet (this could change as the design progresses). This proposed building height could necessitate divergence from the code standard due to the 35 feet height limitation for the CM-2 Zone. In addition, the proposed development in total could result in approximately 11 percent of the site being covered, which is</p>

Table F2-1 Midway Landfill Alternative Zones Description and Consistency (continued)

City of Kent Zone	Purpose, Select Development Standards	Consistency
	height, if during development plan review it is found that this additional story would not detract from the continuity of the area. More than one additional story may be granted by the land use and planning board.	below the 50 percent maximum site coverage standard for this zone.
SR-6: Single-Family Residential	<p>The purpose and intent of the single-family residential districts is to stabilize and preserve single-family residential neighborhoods, as designated in the comprehensive plan. It is further the purpose to provide a range of densities and minimum lot sizes in order to promote diversity and recognize a variety of residential environments.</p> <p>Select Development Standards: maximum site coverage is 50 percent, maximum impervious surface is 70 percent, height limitation is 2.5 stories or 35 feet.</p>	<p>The OMF would occupy a small portion of the SR-6 zone (0.6 acres) in the south end of the project site, along the edge of a single-family residential area and I-5. Much of the eastern part of the affected SR-6 zone area would be used to provide a track connection to the mainline. This zone lists transit operations and maintenance facilities as a prohibited use. The work within this zone would consist of roadway improvements and would not include elements of the facility itself. Thus, it is not expected that the OMF Site would conflict with the SR-6 zone purpose of stabilizing and preserving single-family residential neighborhoods. Disruptions from the OMF project could be minimized through building setbacks and landscaped buffers.</p>

Source: The City of Kent Code (City of Kent 2019b)

Note: The acreage is approximate, calculated using GIS tools. Additional site development standards detail such as setbacks, landscaping, and parking space requirements are not provided.

Table F2-2 South 336th and 344th Street Alternative Zones Description and Consistency

City of Federal Way Zone	Purpose, Select Development Standards	Consistency with Applicable Policies
CC-C: City Center Core	<p>The purpose and intent of establishing a City Center Core is to create a higher density, mixed use designation where office, retail, government uses, and residential uses are concentrated. Other uses such as culture/civic facilities and community services are highly encouraged.</p> <p>Select Development Standards: Height limitation is 75 feet for a government facility and 35 feet for a public utility.</p>	<p>Both alternatives would convert approximately 9 acres of CC-C zoned property adjacent to I-5 to construct the mainline tracks. The CC-C zone is in a Regional Growth Center (PSRC 2020) where future land uses encourage concentrated mixed-use development. The addition of the mainline could restrict future development immediately adjacent to the proposed site, but, overall, the small, elongated footprint of the mainline tracks would not preclude development of the CC-C zone as envisioned. The mainline track could possibly provide additional light rail access to this center through the addition of the proposed Tacoma Dome Link Extension light rail service.</p>
RM-2400 and RM-3600: Multi-Family	<p>The purpose and intent of the multifamily residential land use designation is to provide a range of housing types to accommodate anticipated residential growth.</p> <p>Select Development Standards: Height limitation is 30 feet above average building elevation for a public utility and government facility and maximum lot coverage is 75 percent for a public utility and government facility. Federal Way Revised Code section 19.45.015 (Administrative variance) allows the community development director to grant a variance that does not exceed 25 percent of the measurable standard.</p>	<p>The mainline track and a portion of the maintenance and operations facility for the South 336th Street Alternative would occupy approximately 72 acres of multifamily zoning.</p> <p>The mainline track and a portion of the maintenance and operations facility for the South 344th Street Alternative would occupy approximately 42 acres of multifamily zoning.</p> <p>These multifamily zones are intended to be used to accommodate housing growth and meet a range of housing needs. While the proposed use associated with the OMF could be inconsistent with Federal Way's multifamily land use designations, it is similar in scale and use to a government facility or public utility, which can be permitted with Process III approval by the city of Federal Way Community Development Director. Process III approvals are for large land use actions that require review under SEPA and include reviews by a Development Review Committee.</p> <p>The proposed development for the South 336th Alternative and the design option would be mostly consistent with the 75 percent maximum site coverage standard since the overall design would result in approximately 76 percent of impervious surface coverage. The proposed development for the South 344th Alternative and the design options would be consistent with the 75 percent maximum site coverage standard since the overall design would result in approximately 65 percent of impervious surface coverage.</p>

Table F2-2 South 336th and 344th Street Alternative Zones Description and Consistency (continued)

City of Federal Way Zone	Purpose, Select Development Standards	Consistency with Applicable Policies
BC: Community Business	<p>The purpose and intent of the Community Business designation is to support a broad mix of uses. This designation envisions mid-rise, high-quality developments containing a vibrant and compatible mix of well-integrated and designed pedestrian-oriented and auto-oriented uses.</p> <p>Select Development Standards: public utility height limitation is 30 to 35 feet for portions of structure within 100 feet of a residential zone, government facility height limitation is 35 to 55 feet, no maximum lot coverage.</p>	<p>The South 336th Street Alternative would occupy approximately 2 acres of the BC zone adjacent to SR 99 around the guard house entrance. The broad mix of uses planned for this area could incorporate the OMF South project if the area is focused on a mix of commercial and office uses targeted for this zone. This zone lists government facilities and public utilities as a permitted land use, which could encompass the use of transportation OMFs. The BC zone is urban in character, with no maximum lot coverage.</p>
CE: Commercial Enterprise	<p>The purpose and intent of the Commercial Enterprise zone is to capture the demand for a diverse mix of industrial, office, and retail sales and services, arrayed in well-integrated, high quality developments.</p> <p>Development Standards: public utility height limitation is 30 to 35 feet for portions of structure within 100 feet of a residential zone, no maximum lot coverage.</p>	<p>The mainline and the South 344th Street Alternative occupy approximately 45 acres of the CE zone. The southeast corner yards, training track, and stormwater detention facility of the South 336th Street Alternative would occupy approximately 6 acres of the CE zone. The South 336th Street and South 344th Street alternatives would be consistent with the commercial uses because the maintenance facility buildings are similar in scale and development intensity as office buildings and warehouses. This zone lists government facilities and public utilities as a permitted land use, which could encompass the use of transportation operation and maintenance facilities. The highest proposed building is the OMF office building, estimated at 36 feet (this could change as the design progresses). The CE zone is urban in character, with no maximum lot coverage.</p>

Source: The City of Federal Way Code (City of Federal Way 2019)

Note: The acreage is approximate, calculated using GIS tools. Additional site development standards detail such as setbacks, landscaping, and parking space requirements are not provided.

4.2 City of Kent and Federal Way Zoning and Permitted Land Use

Table F2-3 Midway Landfill Alternative Zoning, City of Kent Permitted and Prohibited Uses

Commercial Manufacturing (CM-2) Zoning	
Transportation, Public, and Utilities Land Use	
Principally Permitted	<ul style="list-style-type: none"> Wireless telecommunications facility (WTF) by administrative approval (For WTF towers 90 feet or less for a single user and up to 120 feet for two or more users. All WTFs are subject to applicable portions of KCC 15.08.035.)
Conditional	<ul style="list-style-type: none"> Transportation and transit facilities, including high-capacity transit facilities Transit operations and maintenance facilities Utility and transportation facilities: electrical substations, pumping or regulating devices for the transmission of water, gas, steam, petroleum, etc. Public facilities: firehouses, police stations, libraries, and administrative offices of governmental agencies, primary and secondary schools, vocational schools, and colleges WTF (A conditional use permit for a WTF is required if it is greater than 90 feet for a single user or 120 feet for two or more users. All WTFs are subject to applicable portions of KCC 15.08.035.)
Accessory	<ul style="list-style-type: none"> Accessory uses and structures customarily appurtenant to a permitted use EV charging station (Level 1 and 2 charging only) Rapid charging station
Not Permitted	<ul style="list-style-type: none"> Commercial parking lots or structures Railway and bus depots, taxi stands
Special Use	<ul style="list-style-type: none"> None
Midway Commercial Residential (MCR) Zoning	
Transportation, Public and Utilities Land Use	
Principally Permitted	<ul style="list-style-type: none"> WTF by administrative approval (For WTF towers 90 feet or less for a single user and up to 120 feet for two or more users. All WTFs are subject to applicable portions of KCC 15.08.035.)
Conditional	<ul style="list-style-type: none"> Commercial parking lots or structures Transportation and transit facilities, including high-capacity transit facilities (High-capacity transit facilities shall be consistent with Chapter 15.15 KCC.) Railway bus depots, taxi stands Utility and transportation facilities: electrical substations, pumping or regulating devices for the transmission of water, gas, steam, petroleum, etc. Public facilities: firehouses, police stations, libraries, and administrative offices of governmental agencies, primary and secondary schools, vocational schools, and colleges WTF (A conditional use permit for a WTF is required if it is greater than 90 feet for a single user or 120 feet for two or more users. All WTFs are subject to applicable portions of KCC 15.08.035.)
Accessory	<ul style="list-style-type: none"> Accessory uses and structures customarily appurtenant to a permitted use EV charging station (Level 1 and 2 charging only) Rapid charging station
Not Permitted	<ul style="list-style-type: none"> Transit operations and maintenance facilities
Special Use	<ul style="list-style-type: none"> None

Table F2-3 Midway Landfill Alternative Zoning, City of Kent Permitted and Prohibited Uses (continued)

Single-Family Residential (SR-6) Zoning	
Transportation, Public and Utilities Land Use	
Principally Permitted	<ul style="list-style-type: none"> None
Conditional	<ul style="list-style-type: none"> Transportation and transit facilities, including high-capacity transit facilities (High-capacity transit facilities shall be consistent with Chapter 15.15 KCC.) Utility and transportation facilities: electrical substations, pumping or regulating devices for the transmission of water, gas, steam, petroleum, etc. Public facilities: firehouses, police stations, libraries, and administrative offices of governmental agencies, primary and secondary schools, vocational schools, and colleges WTF (If on property owned, leased, or otherwise controlled by the city or other government entity subject to KCC 15.08.035(I).)
Accessory	<ul style="list-style-type: none"> Accessory uses and structures customarily appurtenant to a permitted use (Accessory structures composed of at least two walls and a roof, not including accessory uses or structures customarily appurtenant to agricultural uses, are subject to the provisions of KCC 15.08.160.) EV charging station (Level 1 and 2 charging only) Rapid charging station (Only as part of a general conditional use identified in KCC 15.08.030.)
Not Permitted	<ul style="list-style-type: none"> Commercial parking lots or structures Transit operations and maintenance facilities Railway and bus depots, taxi stands
Special Use	<ul style="list-style-type: none"> None

Source: City of Kent Code (City of Kent 2019b)

Table F2-4 City of Federal Way Zoning and Associated Permitted and Prohibited Land Uses

City of Federal Way Zoning and Associated Permitted and Prohibited Land Uses	
City Center Core (CC-C) Zone	
Land Use Categories	Detailed Permitted Land Uses
Parking Garages	<ul style="list-style-type: none"> Above-grade structured parking facilities
Government Facility, Public Parks, Public Transit Shelter	<ul style="list-style-type: none"> Government facility Public parks Public transit shelter
Public Utility	<ul style="list-style-type: none"> Public utility
Personal Wireless Service Facility	<ul style="list-style-type: none"> Personal wireless service facility
Multi-Family (including RM 1800, RM 2400 and RM 3600)	
Land Use Categories	Detailed Permitted Land Uses
Public Transit Shelter	<ul style="list-style-type: none"> Public Transit Shelter
Public Utility	<ul style="list-style-type: none"> Public Utility
Government Facility	<ul style="list-style-type: none"> Government Facility
Public Parks	<ul style="list-style-type: none"> Public Parks
Personal Wireless Service Facility	<ul style="list-style-type: none"> Personal Wireless Service Facility (new freestanding PWSFs are not allowed). Note: Personal Wireless Service Facility shall be allowed only on existing towers, on publicly used structures not located in public rights-of-way, on existing structures located in the BPA trail, and on existing structures in appropriate public rights-of-way.
Federal Way Commercial Enterprise Zoning	
Land Use Categories	Detailed Permitted Land Uses
Manufacturing and Production, General	<ul style="list-style-type: none"> Manufacturing, fabrication, or assembly of office equipment, machines, furniture, and fixtures; electrical, electronic, communications, and lighting products; appliances, bicycles, automobiles, boats, aircraft, and their component parts; heating equipment; photographic and clock instruments; toys; jewelry; musical instruments; scientific equipment; hand tools; signs; advertising displays; and similar items Fabrication of clay, glass, ceramic, stone, china, or metal products; metal plating and coating; engraving and stone cutting Preparation of food products; leather products; textile, fabric, or apparel For manufacturing and production, limited, as defined in this title, see FWRC 19.240.070 Any manufacturing, fabrication, and assembly uses other than listed herein (see note 16)
Warehouse, Distribution, Storage Facilities, Truck Stops, Automotive Emissions Testing Facilities	<ul style="list-style-type: none"> Warehouse and wholesale distribution facilities Contractor's yards for storage of commercial equipment, vehicles, bulk building materials, and similar items Parking lots for storage of recreational vehicles and other oversized vehicles Commercial vehicle facilities and service yards such as truck stops Automotive emissions testing facilities
Vehicle, Boat, Equipment, and Outdoor Storage Container Sales, Rental, Service, Repair, Self-Service Storage, Tow and Taxi Lots	<ul style="list-style-type: none"> Sales, rental, or leasing facilities for vehicles, trucks, boats, trailers, motorcycles, equipment, outdoor storage containers, and portable moving containers Mechanical repair, body repair, painting, or related services for vehicles, trucks, boats, trailers, motorcycles, and equipment Vehicle service station or car wash Self-service storage facilities Tow and taxi lots
Public Utility	<ul style="list-style-type: none"> Public Utility
Government and Public	<ul style="list-style-type: none"> Government Facility, Public Parks, Public Transit Shelter
Personal Wireless Services	<ul style="list-style-type: none"> Personal Wireless Services Facilities

Table F2-4 City of Federal Way Zoning and Associated Permitted and Prohibited Land Uses (continued)

City of Federal Way Zoning and Associated Permitted and Prohibited Land Uses	
Federal Way Community Business Zoning	
Land Use Type	<ul style="list-style-type: none"> Permitted and Conditional
Vehicle and Equipment Sales, Service, Repair, Rental: Self-Service Storage Facilities	<ul style="list-style-type: none"> Vehicle service station or car wash Retail establishment providing vehicle, boat, or tire sales, service, repair, rental, and/or painting, passenger vehicle rental including moving trucks Merchandise and equipment rental facilities, excluding heavy equipment rental Tow or taxi lots Self-service storage facilities; storage of recreational vehicles
Government Facility, Public Parks, Public Transit Shelter	<ul style="list-style-type: none"> Government facility, public parks, public transit shelter
Public Utility	<ul style="list-style-type: none"> Public Utility
Personal Wireless Service Facility	<ul style="list-style-type: none"> Personal wireless service facility

Source: City of Federal Way Title 19 Zoning and Development Code (City of Federal Way 2019)

Note: The City of Federal Way Zoning Regulations do not specify Permissible, Conditional, Accessory, or Special Uses. Additionally, the zoning regulation does not distinguish between different types of multi-family zoning labels, such as RM 1800 and RM 3600.

4.3 Comprehensive Plan Policy Consistency

Table F2-5 Policy Consistency with City of Federal Way Comprehensive Plan

Topic	Goals	Policies	Consistency with Applicable Policies
2.6 Citywide Policies	No goals listed for these policies. This section includes an introduction stating that citywide policies apply to all Federal Way Comprehensive Plan designations. These general policies are intended to maintain the quality of the living and working environment and ensure that the interests, economy, and welfare of the community are considered.	<ul style="list-style-type: none"> LUP 8: Designate and zone land to provide for Federal Way's share of regionally adopted demand forecasts for residential, commercial, and industrial uses for the next 20 years. LUP 9: Support a diverse community comprised of neighborhoods that provide a range of housing options; a vibrant City Center; well designed and functioning mixed-use, commercial and office areas; and distinctive neighborhood retail areas. LUP 10: Support the continuation of a strong residential community. 	<p>Policy LUP 8: The addition of OMF South in commercial-oriented and multi-family residential zones would moderately reduce the amount of land available for these uses and if not replaced with additional zones, this could decrease the ability of Federal Way to meet future demand. The mainline track and a portion of the maintenance and operations facility of the South 336th Street Alternative would occupy approximately 72 acres of multifamily zoning. The mainline and a portion of the operations and maintenance facility for the South 344th Street Alternative would occupy approximately 42 acres of multifamily zoning. Multifamily zoning is intended to be used for a range of housing needed to accommodate residential growth. Consequently, the proposed use would generally be inconsistent with Federal Way's adopted plans.</p> <p>Policy LUP 9: The facility use would not be considered mixed-used and would not support housing intended for multi-family residential zones. However, the facility would support surrounding light rail operation, which would support mixed use development. The proposed project would include facility development in commercial areas that would include buildings similar in scale and intensity to office type commercial development. The project design would integrate landscaped natural buffers and context-sensitive design features.</p> <p>Policy LU 10: The South 336th Street and South 344th Street alternatives would occupy portions of a multifamily residential area (primarily including a mobile home park) which could affect a small portion of the existing residential community. However, the proposed uses would be similar in scale and use to a government facility or public utility, which are permitted in the area. The project areas adjacent to residential areas would include landscaped buffers, building setbacks, and other context-sensitive design features to help blend in with the residential areas.</p>

Table F2-5 Policy Consistency with City of Federal Way Comprehensive Plan (continued)

Topic	Goals	Policies	Consistency with Applicable Policies
2.7 Land Use Designations (Single-Family)	Goal LUG3: Preserve and protect Federal Way's single-family neighborhoods. Goal LUG3.1: Provide a wide range of housing densities and types in the single-family designated areas.	<ul style="list-style-type: none"> LUP 14: Protect residential areas from impacts of adjacent non-residential uses. LUP 16: Encourage the development of transportation routes and facilities to serve single-family neighborhoods. Special attention should be given to pedestrian circulation. 	<p>Policy LUP14: The mainline tracks of the South 336th Street and South 344th Street alternative would be located within a small portion of this zone and next to multifamily residential land uses. Sound Transit would take steps necessary to reduce its impact on adjacent parcels through building setbacks, landscaped buffers, and other building design features to support aesthetic compatibility between uses.</p> <p>Policy LUP 16: The proposed project would support the expansion of light rail service and operations which supports the development of public transportation routes. The proposed light rail service provided by the Federal Way Link Extension includes a nearby station just north of the project alternatives and this station is expected to serve single-family neighborhoods surrounding the Federal Way alternatives.</p>
2.7 Land Use Designations (Multi-Family)	Goal LUG4: Provide a wide range of housing types and densities. Commensurate with market demand, adopted housing targets, and the community's needs and preferences.	<ul style="list-style-type: none"> LUP21: Support multifamily development with transportation and capital facilities improvements. LUP23: Encourage the establishment of street patterns and amenities that encourage walking, bicycling, and transit use. 	<p>Policy LUP21: The OMF site will provide essential facilities for the maintenance of the light rail system which complements planned Transportation Capital Improvements Projects identified in Federal Way (such as the City Center Access Project). In addition, this project helps broaden transit options for multifamily households in the Federal Way area.</p> <p>Policy LUP23: The proposed conceptual design for the South 336th Street and South 344th Street alternatives would include the vacation of 20th Avenue S between S 336th Street and S 341st Street, which would prevent the planned, but unfunded, shared bicycle lane markings on 20th Avenue S from S 336th Street to S 341st Street from being developed. Alternative facilities could be developed to replicate the connectivity and function of the eliminated north-south connection.</p>
2.7 Commercial Designations (General policies for Commercial, Office, and Commercial Enterprise)	None.	<ul style="list-style-type: none"> LUP24: Provide employment and business opportunities by allocating adequate land for commercial, office, and industrial development. LUP25: Encourage development of regional uses in the City Center. 	<p>Policies LUP24 and LUP25: The mainline tracks for the proposed project would require the conversion of a small area of the City Center Core zone (approximately 9.1 acres) and Commercial Enterprise zone (a range of 6 to 12 acres) to transportation uses. This could moderately reduce the amount of land available for employment and business opportunities, particularly if they are not replaced with additional commercial zones. However, the proposed project is expected to provide employment for approximately 476 total staff members. More detail is provided in <i>Chapter 3.5 Economics</i>. The proposed project also would support light rail service and operations (particularly by supporting the proposed TDLE and the planned FWLE) which supports the development of regional public transportation routes and is expected to generally support development in the region.</p>

Table F2-5 Policy Consistency with City of Federal Way Comprehensive Plan (continued)

Topic	Goals	Policies	Consistency with Applicable Policies
2.7 Commercial Designations (Commercial Enterprise)	Goal LUG5: Develop a quality commercial enterprise environment characterized by a viable, vibrant, and attractive mix of commercial, retail, office, industrial, and supportive uses and utilize locational and design criteria to ensure compatibility between uses.	<ul style="list-style-type: none"> LUP36: Require development to be compatible and well-integrated into its surroundings and adjacent zones through site and building design and development standards that reduce or eliminate land use conflicts and nuisance impacts; ensure project aesthetics; promote sharing of public facilities and services; and improve vehicular and pedestrian traffic flow and safety, including access control and off-street interconnectivity between adjoining properties where feasible. 	Policy LUP36: While OMF South is expected to produce short-term construction-related impacts on adjacent parcels via noise, visual, etc.; long-term impacts are not expected, as the identified visual, noise, and air quality impacts for the project alternatives would not be severe enough to result in alteration of existing or potential future land uses. Sound Transit will strive to minimize any short-term impacts of constructing OMF South. The OMF project would likely contribute to improved vehicular and pedestrian traffic flow since it supports mode shifts from personal vehicles to transit services.
2.7 Commercial Designations (Community Business)	Goal LUG6: Transform Community Business areas into vital, attractive, areas with a mix of uses that appeal to pedestrians, motorists, and residents, and enhance the community's image.	<ul style="list-style-type: none"> LUP39: Encourage transformation of the Pacific Highway (SR-99) Community Business corridors into quality retail/commercial mixed-use areas designed to integrate auto, pedestrian, and transit circulation, and to improve traffic flow and safety, including access control and off-street interconnectivity between adjoining properties where feasible. Continue to utilize Community Design Guidelines to ensure quality site and building design and functional and aesthetic compatibility between uses. Integration of pedestrian amenities and open space into retail and office development should also be encouraged. LUP40: Encourage a range of pedestrian-oriented retail, while continuing to accommodate auto-oriented retail uses, and provide supportive uses to meet the needs of residents and employees in the area. 	<p>Policy LUP39: The project would be designed to ensure quality site and building design and aesthetic compatibility with surrounding uses.</p> <p>Policy LU40: The proposed OMF project would provide a use that is expected to provide employment for approximately 476 total staff members. More detail is provided in Chapter 3.5 Economics.</p>
2.7 Commercial Designations (Neighborhood Business)	Goal LUG7: Provide neighborhood and community scale retail centers for the City's neighborhoods.	<ul style="list-style-type: none"> LUP47: Support the provision of transit to Neighborhood Business areas. 	Policy LUP47: OMF South would allow for continued maintenance of the proposed light rail system, which could provide transit to Neighborhood Business areas within Federal Way.
2.9 Essential Public Facilities	Goal LUG13: Ensure the City complies with legal mandates to allow the siting of Essential Public Facilities.	<ul style="list-style-type: none"> LUP59: The FWRC shall include a process for siting essential public facilities. 	Policy LUP59: OMF South is considered an Essential Public Facility (EPF) and if so, would support compliance with the legal mandates associated with EPFs.
2.10 Phasing	None.	<ul style="list-style-type: none"> LUP60: Establish priority areas for public facility and service improvements, especially for transportation based on an adopted Capital Facilities Plan (CFP) and Transportation Improvement Program (TIP). Priority areas should be located where public facility and service improvements are installed and an acceptable level of service is attained. 	Policy LUP60: The OMF site will provide essential facilities for the maintenance of the light rail system. The light rail service will be developed to complement existing public transportation services.

Table F2-6 Policy Consistency with City of Kent Comprehensive Plan

Topic	Goals	Policies	Consistency with Applicable Policies
Urban Growth	Goal LU-2: Kent will locate public facilities and services with sensitivity to community needs and environmental conditions.	<ul style="list-style-type: none"> Policy LU-2.1: Work with regional and state entities when public capital facilities are considered for location in or near the City to ensure that impacts and benefits are equitably dispersed. Policy LU-2.2: Promote and support public transit, bicycle, and pedestrian circulation within compact urban settings. 	<p>Policy LU-2.1: The proposed OMF project is a publicly funded capital facility supporting light rail in the region. Sound Transit is committed to working with the City of Kent to ensure that impacts are reduced, and benefits of this public capital facility are as equitable as possible.</p> <p>Policy LU-2.2: OMF South would support the expansion and operation of public light rail transit, including FWLE, that will serve urban areas between Seattle and Tacoma, including the cities of Kent and Des Moines.</p>
Commercial	Goal LU-10: Kent will examine the City's commercial districts based on the regional, community and neighborhood needs to support economic vitality and livability.	<ul style="list-style-type: none"> Policy LU-11.2: Revise Kent Design and Construction Standards to ensure the public streetscape associated with commercial and mixed-use development is attractive, safe and supports transit, pedestrians, and cyclists. 	Policy LU-11.2: The Midway Landfill parcel is located primarily on commercial land at the site of a former landfill.
Natural Resources	Goal LU-17: Kent will recognize the significant role the natural environment plays in shaping a sustainable community by contributing to human health, environmental justice, and economic vitality.	<ul style="list-style-type: none"> Policy LU-17.2: Conserve energy resources, improve air and water quality and support healthy lifestyles by establishing well-designed, compact mixed-use land use patterns that provide convenient opportunities for travel by transit, foot, and bicycle. 	Policy LU-17.2: The OMF project supports transit-friendly development patterns and would improve light rail service that is anticipated to provide a convenient way to travel for people located near the light rail corridors and stations.
Essential Public Facilities	Goal LU-20: The City shall participate in a cooperative inter-jurisdictional process to determine siting of essential public facilities of a county-wide, regional, or state-wide nature.	<ul style="list-style-type: none"> Policy LU-20.1: Proposals for siting essential public facilities within the City of Kent or within the City's growth boundary shall be reviewed for consistency with the City's Comprehensive Plan during the initial stages of the proposal process. Policy LU-20.2: When warranted by the special character of the essential facility, the City shall apply the regulations and criteria of Kent Zoning Code Section 15.04.150, Special Use Combining District, to applications for siting such facilities to ensure adequate review, including public participation. Conditions of approval, including design conditions, shall be imposed upon such uses in the interest of the welfare of the City and the protection of the environment. Policy LU-20.3: In the principally permitted or conditional use sections of the zoning code, the City shall establish, as appropriate, locations and development standards for essential public facilities that do not warrant consideration through the Special Use Combining District regulations. Such facilities shall include but not be limited to small inpatient facilities and group homes. 	Policies LUP-20.1 to LUP-20.3: OMF South is considered an Essential Public Facility. Most of the Midway Landfill Alternative is proposed for location on Commercial Manufacturing II zoning. The OMF site would be consistent with a recently passed Transit Operations and Maintenance Facilities Interim Zoning Ordinance conditionally allowing OMFs within the Commercial Manufacturing II zone (City of Kent Code, KCC 15.04.060); consequently, rezoning to the Special Use Combining District likely would be unwarranted. Sound Transit would work with the city to ensure consistency with city policies and plans.

Table F2-7 Policy Consistency with Midway Subarea Plan, City of Kent

Topic	Goals	Policies	Consistency with Applicable Policies
Land Use	Goal MLU-2: Promote a mix of land uses that support local and regional needs in an auto-oriented commercial and light industrial area along the Pacific Highway South commercial transportation corridor not designated Transit Oriented Community.	<ul style="list-style-type: none"> Policy LMU-2.1: Allow a mix of retail, light industrial or live/work uses. 	OMF South would consist of maintenance facility buildings that are similar in scale and development intensity as light industrial uses and would be consistent with the urban character intended for this area.
Transportation	Goal MT-3: Integrate high capacity light rail transit service and associated station locations into the urban design and functionality of the street systems.	<ul style="list-style-type: none"> Policy MT-3.1: Work with Sound transit during all phases of planning for the extension of light rail into Midway to ensure Kent's preferred rail alignment and station location are realized. Policy MT-3.6: Ensure proposed development is compatible with future light rail improvements by identifying and preserving rights-of-way necessary for future transportation projects. 	OMF South is consistent with policies MT-3.1 and MT-3.6 since the policies are in support of light rail expansion and improvements. The OMF South project is being built to directly support the Sound Transit light rail operations and services in the City of Kent and in the surrounding region. OMF South is being designed to accommodate future light rail improvements.
Inter-jurisdictional Coordination	Goal MIC-2: Continue coordination with regional and state transportation agencies on matters of transportation investments planning and construction.	<ul style="list-style-type: none"> Policy MIC-2.1: Coordinate with Sound Transit, King County, METRO, Washington State Department of Transportation, and Puget Sound Regional Council to ensure facilities and services are provided over time. 	OMF South is consistent with policy MIC-2.1 since it will ensure coordination between Sound Transit and the City on OMF South planning and construction.

Table F2-8 Midway Landfill Alternative Zones within Half Mile of the Project Alternative Footprint

Zone	General Zoning Description	Full Zone Name	Jurisdiction	Acres
W-C	Commercial	Woodmont Commercial	Des Moines	21
CM-2	Commercial	Commercial Manufacturing II	Kent	127
I-P	Commercial	Industrial (with conditions)	King County	2
NB	Commercial	Neighborhood Business	King County	2
T-C	Mixed-Use	Transit Community	Des Moines	17
CC	Mixed-Use	Community Commercial	Kent	13
MCR	Mixed-Use	Midway Commercial Residential	Kent	17
MTC-1	Mixed-Use	Midway Transit Community I	Kent	52
MTC-2	Mixed-Use	Midway Transit Community II	Kent	21
IC	Public/Institutional	Institutional Campus Zone	Des Moines	77
RA-3600	Multi-Family	Residential: Attached Townhouse & Duplex	Des Moines	0
RM-2400	Multi-Family	Multi-Family Residential (1 DU/2,400 sq ft)	Des Moines	13
MHP	Multi-Family	Mobile Home Park	Kent	11
MR-H	Multi-Family	High Density Multi-Family Residential	Kent	4
MR-M	Multi-Family	Medium Density Multi-Family Residential	Kent	45
R-1	Multi-Family	Urban Residential (1 DU/acre)	King County	29
R-12	Multi-Family	Urban Residential (12 DU/acre)	King County	2
R-4	Multi-Family	Urban Residential (4 DU/acre)	King County	16
R-6	Multi-Family	Urban Residential (6 DU/acre)	King County	2
RS-7200	Single-Family	Single-Family Residential (1 DU/7,200 sq ft)	Des Moines	125
R-SE	Single-Family	Residential Suburban Estates	Des Moines	47
SR-6	Single-Family	Single-Family Residential (6 DU/acre)	Kent	352
Total				995

Sources: The cities of Kent, Federal Way, and Des Moines and King County GIS data.

Note: The acreage is approximate, calculated using GIS tools. The areas within the project alternative footprint are not included in the information.

Table F2-9 South 336th Street and South 344th Street Alternatives Zones within Half Mile of Project Alternative Footprint

Zone	General Zoning Description	Full Zone Name	Jurisdiction	Acres
BC	Commercial	Commercial Business	Federal Way	144
CE	Commercial	Commercial Enterprise	Federal Way	372
CP-1	Commercial	Corporate Park	Federal Way	401
OP	Commercial	Office Park	Federal Way	239
OP-1	Commercial	Office Park I	Federal Way	71
CB	Commercial	Commercial Business	King County	10
CB-P	Commercial	Commercial Business	King County	13
O-P	Commercial	Office	King County	2
CC-C	Mixed-Use	City Center Core	Federal Way	175
CC-F	Mixed-Use	City Center Frame	Federal Way	142
RM1800	Multi-Family	Multi-Family (1 DU/1,800 sf)	Federal Way	32
RM2400	Multi-Family	Multi-Family (1 DU/2,400 sf)	Federal Way	72
RM3600	Multi-Family	Multi-Family (1 DU/3,600 sf)	Federal Way	179
R-24	Multi-Family	Residential (24 DU/acre)	King County	10
RS7.2	Single-Family	Single-Family (1 DU/7,200 sf)	Federal Way	64
RS9.6	Single-Family	Single-Family (1 DU/9,600 sf)	Federal Way	50
R-4	Single-Family	Residential (4 DU/acre)	King County	124
Total				2,099

Sources: The cities of Kent, Federal Way, and Des Moines and King County GIS data.

Note: The acreage is approximate, calculated using GIS tools. The areas within the project alternative footprint are not included in the information.

Table F2-10 Acres of Zoning Type Acquired by Alternative and Impact Type

Alternative	Impact Type	Jurisdiction	Zoning Type	Zoning Category	Total Area (Acres)
Midway Landfill	OMF Site	Kent	CM-2	Commercial	65.5
	OMF Site	Kent	MCR	Mixed Use	4.1
	OMF Site	Kent	SR-6	Residential	0.6
South 336th Street	Mainline	Federal Way	CC-C	Mixed Use	9.1
	Mainline	Federal Way	RM3600	Residential	15.4
	OMF Site	Federal Way	BC	Commercial	2.1
	OMF Site	Federal Way	CE	Commercial	6.2
	OMF Site	Federal Way	RM2400	Residential	1.2
	OMF Site	Federal Way	RM3600	Residential	55.3
South 344th Street	Mainline	Federal Way	CC-C	Mixed Use	8.6
	Mainline	Federal Way	CE	Commercial	11.6
	Mainline	Federal Way	RM3600	Residential	15.4
	OMF Site	Federal Way	BC	Commercial	0.04
	OMF Site	Federal Way	CE	Commercial	33.5
	OMF Site	Federal Way	RM3600	Residential	26.6

Sources: The cities of Kent, Federal Way, and Des Moines and King County GIS data.

Note: The acreage is approximate, calculated using GIS tools.

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