



# *Operations and Maintenance Facility South*

**NEPA Draft / SEPA Supplemental Draft  
Environmental Impact Statement**

**Appendix H: Supporting Information for Other  
Technical Analyses**



**September 2023**

## **Appendix H: Supporting Information for Other Technical Analyses**

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# ***Operations and Maintenance Facility South***

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**September 2023**

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## APPENDIX H1: POTENTIALLY AFFECTED PARCELS

The OMF South project would require property acquisitions, displacements, and relocations of existing uses. This appendix lists potentially affected parcels associated with each build alternative based on current conceptual designs and the existing conditions at the time the analysis was conducted. The properties listed and mapped in this appendix are intended to be used for comparison across alternatives and should not be interpreted as the final determination regarding property acquisitions because the list will be updated as the project design is refined. Accordingly, the number and type of displacements could vary between what is disclosed in this Draft Environmental Impact Statement (EIS) and what is ultimately required.

For the purposes of this analysis, potentially affected parcels are presented as a combined number that considers two types of property acquisitions — partial and full acquisitions — described below:

- **Partial acquisitions**, which would acquire part of a parcel but not displace the current use. In some instances, businesses or residential units on a parcel would be displaced. Partial acquisitions also include permanent guideway and maintenance easements.
- **Full acquisitions**, which would acquire the full parcel and displace the current use. Full acquisitions include parcels that might not be fully needed for the project but would be affected to the extent that existing uses would be substantially impaired, such as by loss of parking or access. This includes parcels that would be acquired for construction activities, although in some cases all or part of the parcel would be available for other use or for redevelopment after construction is complete.

In addition to the potential property acquisitions, the project would also require temporary construction easements (TCEs) and use of public right-of-way, which are not listed in this appendix. TCEs would be needed for roadway improvements, culvert replacements, staging areas, construction access, and other temporary construction activities. When construction is complete, these properties would be restored to their previous conditions or better. The temporary construction activities would not substantially disrupt or permanently displace existing uses.

Property impacts were determined using King County Assessor's information and aerial imagery. Table H1-1 presents the potentially affected parcels for each of the OMF South build alternatives. The parcels listed in Table H1-1 are also shown in Figures H1-1 through H1-4, 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 H1-1, along with other parcel information including address and generalized land use.

**Table H1-1 Potentially Affected Parcels by Alternative**

Map ID	Parcel ID	Address	Generalized Land Use	Preferred Alternative	South 344th Street Alternative	Midway Landfill Alternative
OMF001	2222049113	XXX S 240TH ST	Vacant			X
OMF001.1	2222049228	XXX S 240TH ST	Vacant			X
OMF002	5514000060	XXX PACIFIC HWY S	Public			X
OMF004	5514000030	XXX PACIFIC HWY S	Vacant			X
OMF005	2122049046	24300 PACIFIC HWY S	Commercial			X
OMF006	2122049068	24481 32ND AVE S	Vacant			X
OMF008	2222049168	XXX S 240TH ST	Public			X
OMF009	2122049021	24650 PACIFIC HWY S	Public			X
OMF011	3602400186	24453 PACIFIC HWY S	Commercial			X
OMF012	3601800160	24615 PACIFIC HWY S	Commercial			X
OMF015	3601800165	24619 PACIFIC HWY S	Commercial			X
OMF016	3601800170	24635 PACIFIC HWY S	Vacant			X
OMF017	3601800320	24635 PACIFIC HWY S	Vacant			X
OMF018	3601800295	24645 PACIFIC HWY S	Church			X
OMF024	2122049025	3100 S 248TH ST	Public			X
OMF025	2122049006	24602 PACIFIC HWY S	Commercial			X
OMF026	2122049170	24620 PACIFIC HWY S	Commercial			X
OMF027	3601800076	24620 PACIFIC HWY S	Commercial			X
OMF028	2122049026	24800 PACIFIC HWY S	Public			X
OMF029	3601800101	24800 PACIFIC HWY S	Commercial			X
OMF030	3601800115	XXX PACIFIC HWY S	Public			X
OMF031	3601800145	24799 28TH AVE S	Public			X
OMF032	2122049033	3000 S 248TH ST	Public			X
OMF033	2122049014	2900 S 252ND ST	Public			X
OMF034	2122049055	24800 PACIFIC HWY S	Public			X
OMF035	2122049156	24805 PACIFIC HWY S	Commercial			X
OMF037	2122049117	24820 PACIFIC HWY S	Public			X
OMF043	2122049137	2926 S 252ND ST	Public			X
OMF050	1950900125	3025 S 252ND ST	Residential - Single-Family			X
OMF050.1	1950900123	XXX S 252ND ST	Vacant			X
OMF051	1950900130	3019 S 252ND ST	Residential - Single-Family			X
OMF052	1950900135	3011 S 252ND ST	Residential - Single-Family			X
OMF053	1950900140	3005 S 252ND ST	Residential - Single-Family			X
OMF054	1950900085	2947 S 252ND ST	Residential - Single-Family			X
OMF055	1950900080	2939 S 252ND ST	Residential - Single-Family			X
OMF056	1950900075	2933 S 252ND ST	Residential - Single-Family			X

Table H1-1 Potentially Affected Parcels by Alternative (continued)

Map ID	Parcel ID	Address	Generalized Land Use	Preferred Alternative	South 344th Street Alternative	Midway Landfill Alternative
OMF057	1950900070	2925 S 252ND ST	Residential - Single-Family			X
OMF058	1950900065	2919 S 252ND ST	Residential - Single-Family			X
OMF059	1950900060	2911 S 252ND ST	Residential - Single-Family			X
OMF060	1950900055	2905 S 252ND ST	Residential - Single-Family			X
OMF061	1950900005	25205 29TH AVE S	Residential - Single-Family			X
OMF078	1951500015	3018 S 253RD ST	Residential - Single-Family			X
OMF078.1	1951500017	XXX S 252ND ST	Vacant			X
OMF079	1951500020	3022 S 253RD ST	Residential - Single-Family			X
OMF098	7622400019	2201 S COMMONS	Commercial	X	X	
OMF099	7622400020	32320 23RD AVE S	Vacant	X	X	
OMF101	7978200526	2500 S 320TH ST	Public	X	X	
OMF102	1621049037	2101 S 324TH ST	Residential - Multi-Family	X	X	
OMF112	7978200260	33201 24TH AVE S	Vacant	X	X	
OMF121	7978200180	2245 S 333RD ST	Residential - Single-Family	X	X	
OMF125	7978200186	2253 S 333RD ST	Residential - Multi-Family	X	X	
OMF126	7978200210	2230 S 336TH ST	Residential - Single-Family	X	X	
OMF127	7978200215	2234 S 336TH ST	Residential - Single-Family	X	X	
OMF128	7978200220	2246 S 336TH ST	Residential - Single-Family	X	X	
OMF129	7978200225	2250 S 336TH ST	Residential - Single-Family	X	X	
OMF138	7978200070	1812 S 336TH ST	Commercial	X		
OMF150	2121049003	33652 20TH AVE S	Church	X	X	
OMF151	2121049004	33645 20TH AVE S	Church	X	X	
OMF152	2121049069	1641 S 336TH ST	Vacant	X		
OMF154	2121049037	33608 PACIFIC HWY S	Vacant	X		
OMF156	2121049026	33832 PACIFIC HWY S	Vacant	X		
OMF164	2121049024	1700 S 340TH ST	Church	X		
OMF165	2121049041	1724 S 340TH ST	Residential - Single-Family	X		
OMF166	2121049042	1800 S 340TH ST	Residential - Single-Family	X	X	
OMF167	2121049040	1816 S 340TH ST	Residential - Single-Family	X	X	
OMF168	2121049039	1828 S 340TH ST	Residential - Single-Family	X	X	
OMF169	2121049047	1920 S 340TH ST	Residential - Single-Family	X	X	
OMF171	3903800110	1626 S 341ST PL	Commercial	X		
OMF172	3903800140	1620 S 341ST PL	Commercial		X	

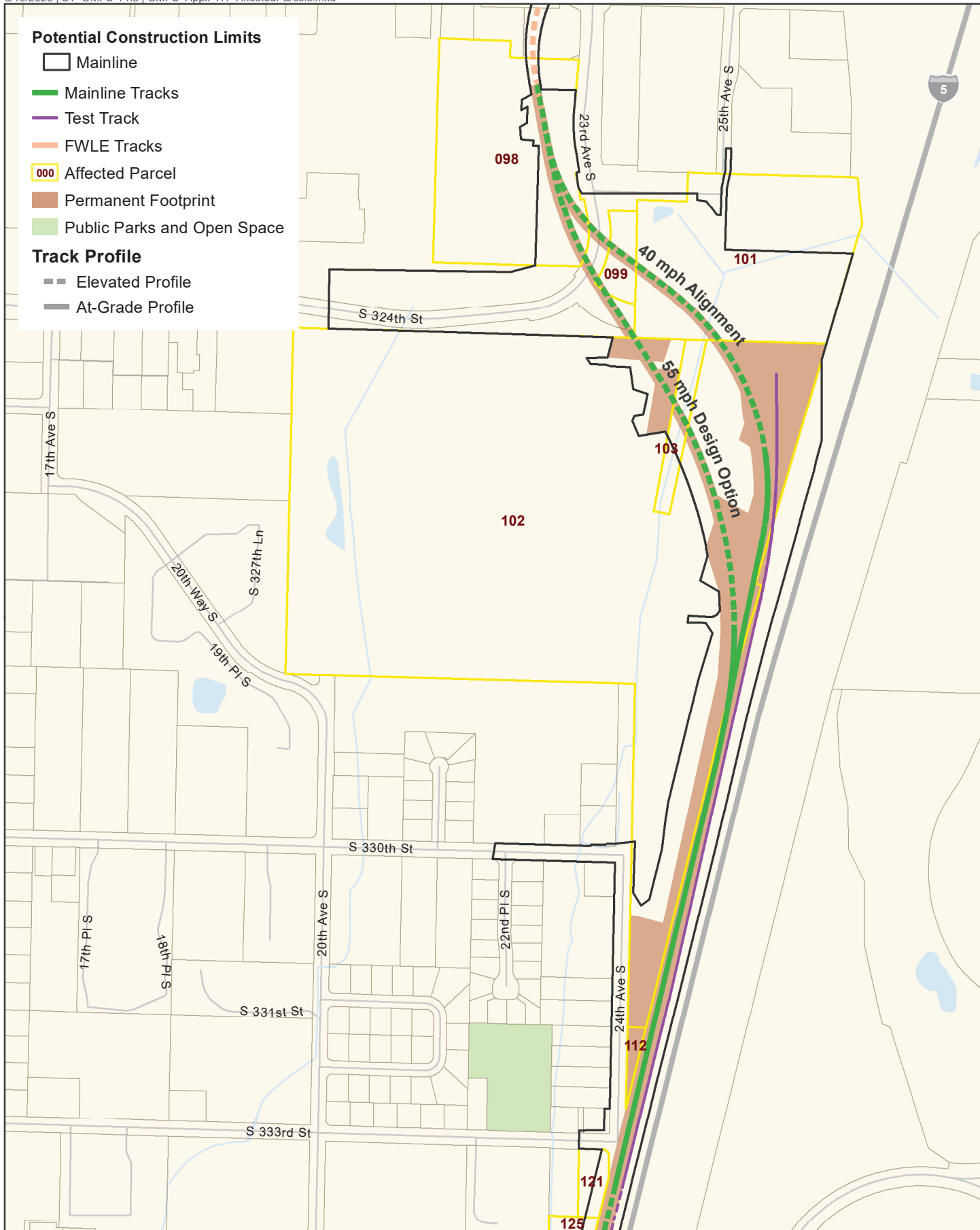
**Table H1-1 Potentially Affected Parcels by Alternative (continued)**

Map ID	Parcel ID	Address	Generalized Land Use	Preferred Alternative	South 344th Street Alternative	Midway Landfill Alternative
OMF173	3903800130	1710 S 341ST PL	Commercial		X	
OMF174	3903800120	1720 S 341ST PL	Commercial		X	
OMF175	3903800100	34008 18TH PL S	Commercial	X	X	
OMF176	3903800090	1800 S 341ST PL	Commercial	X	X	
OMF177	3903800080	1820 S 341ST PL	Commercial	X	X	
OMF178	3903800070	1908 S 341ST PL	Commercial	X	X	
OMF179	3903800060	1916 S 341ST PL	Vacant	X	X	
OMF180	2121049082	1924 S 341ST PL	Commercial	X	X	
OMF181	2121049061	2102 S 341ST PL	Commercial	X	X	
OMF182	2121049085	2110 S 341ST PL	Commercial	X	X	
OMF183	2121049033	34114 21ST AVE S	Commercial	X	X	
OMF185	2121049048	2025 S 341ST PL	Commercial		X	
OMF186	2121049060	2011 S 341ST PL	Commercial		X	
OMF187	3903800050	1925 S 341ST PL	Church		X	
OMF188	3903800040	1909 S 341ST PL	Church		X	
OMF189	3903800030	1909 S 341ST PL	Vacant		X	
OMF190	3903800020	1707 S 341ST PL	Commercial		X	
OMF191	2693300000	2010 S 344TH ST	Commercial	X	X	
OMF192	2121049072	1936 S 344TH ST	Vacant		X	
OMF193	2121049007	1934 S 344TH ST	Vacant		X	
OMF194	2121049045	1928 S 344TH ST	Commercial		X	
OMF195	2121049044	1910 S 344TH ST	Commercial		X	
OMF196	2121049056	1916 S 344TH ST	Residential - Single-Family		X	
OMF197	4129600005	34204 18TH PL S	Residential - Single-Family		X	
OMF198	4129600010	34212 18TH PL S	Residential - Single-Family		X	
OMF199	4129600015	34220 18TH PL S	Residential - Single-Family		X	
OMF200	4129600020	34228 18TH PL S	Residential - Single-Family		X	
OMF201	4129600025	34234 18TH PL S	Residential - Single-Family		X	
OMF202	4129600030	34242 18TH PL S	Residential - Single-Family		X	
OMF203	4129600035	34250 18TH PL S	Residential - Single-Family		X	
OMF204	4129600040	1824 S 344TH ST	Residential - Single-Family		X	
OMF205	4129600080	34205 18TH PL S	Residential - Single-Family		X	
OMF206	4129600075	34213 18TH PL S	Residential - Single-Family		X	
OMF207	4129600070	34221 18TH PL S	Residential - Single-Family		X	
OMF208	4129600065	34229 18TH PL S	Residential - Single-Family		X	



**Table H1-1 Potentially Affected Parcels by Alternative (continued)**

Map ID	Parcel ID	Address	Generalized Land Use	Preferred Alternative	South 344th Street Alternative	Midway Landfill Alternative
OMF209	4129600060	34235 18TH PL S	Residential - Single-Family		X	
OMF210	4129600055	34243 18TH PL S	Residential - Single-Family		X	
OMF211	4129600050	34251 18TH PL S	Residential - Single-Family		X	
OMF212	4129600045	34259 18TH PL S	Residential - Single-Family		X	
OMF216	2121049088	1820 S 347TH PL	Vacant	X	X	
OMF217	2121049010	34520 16TH AVE S	Commercial		X	
OMF270	3602400178	24441 PACIFIC HWY S	Commercial			X
OMF271	3602400182	24443 PACIFIC HWY S	Commercial			X
OMF597	2500900030	34404 16TH AVE S	Commercial		X	
OMF598	2500900040	34410 16TH AVE S	Commercial		X	
OMF606	3903800010	1607 S 341ST PL	Commercial	X	X	
OMF607	3903800015	1625 S 341ST PL	Commercial		X	
OMF608	3903800150	1610 S 341ST PL	Commercial	X	X	
OMF669	3601800210	24641 PACIFIC HWY S	Vacant			X



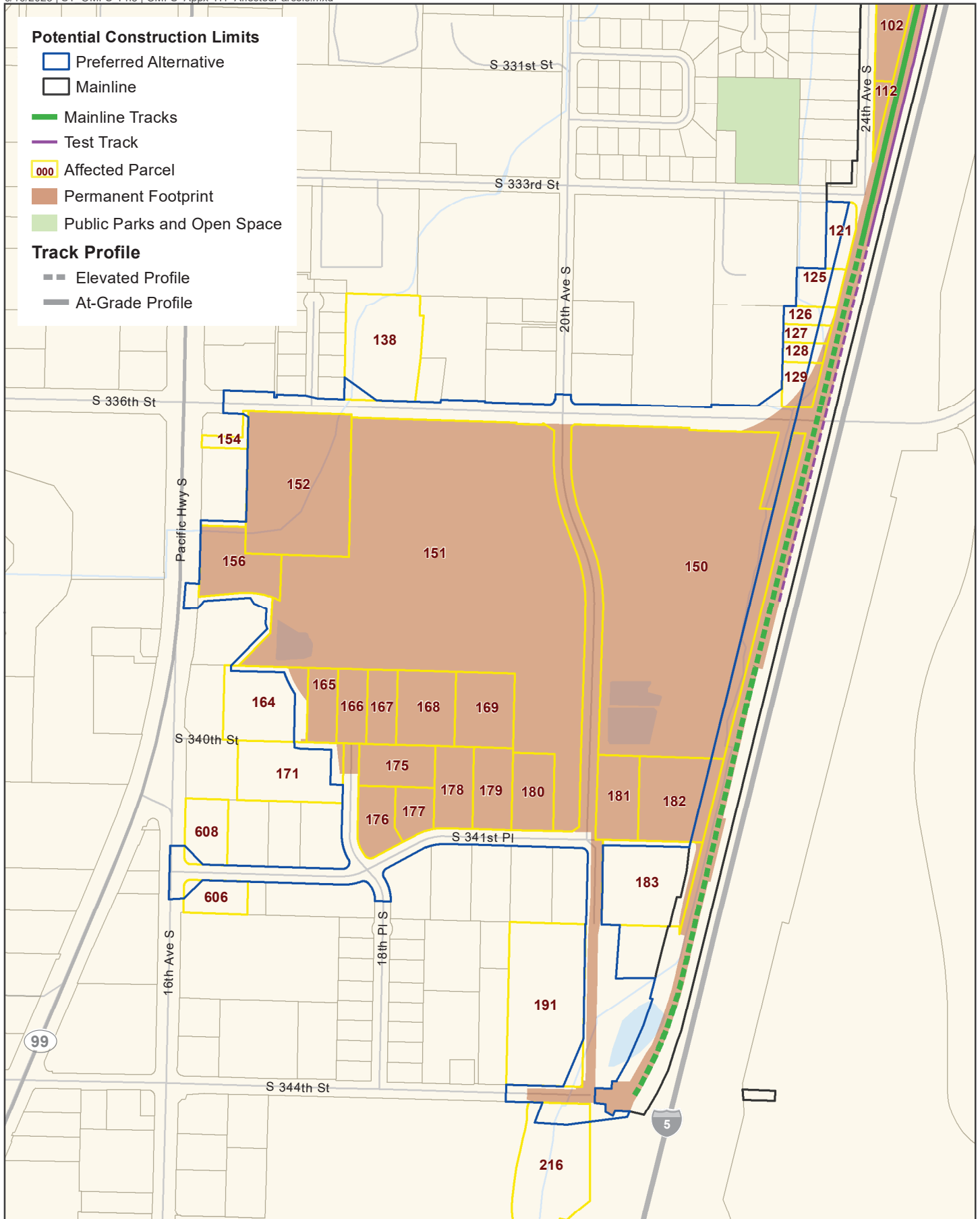
Data Sources: King County; Cities of Des Moines, Federal Way, Kent (2019).

**FIGURE H1-1**  
Potentially Affected Parcels  
Mainline Track Options

OMF South



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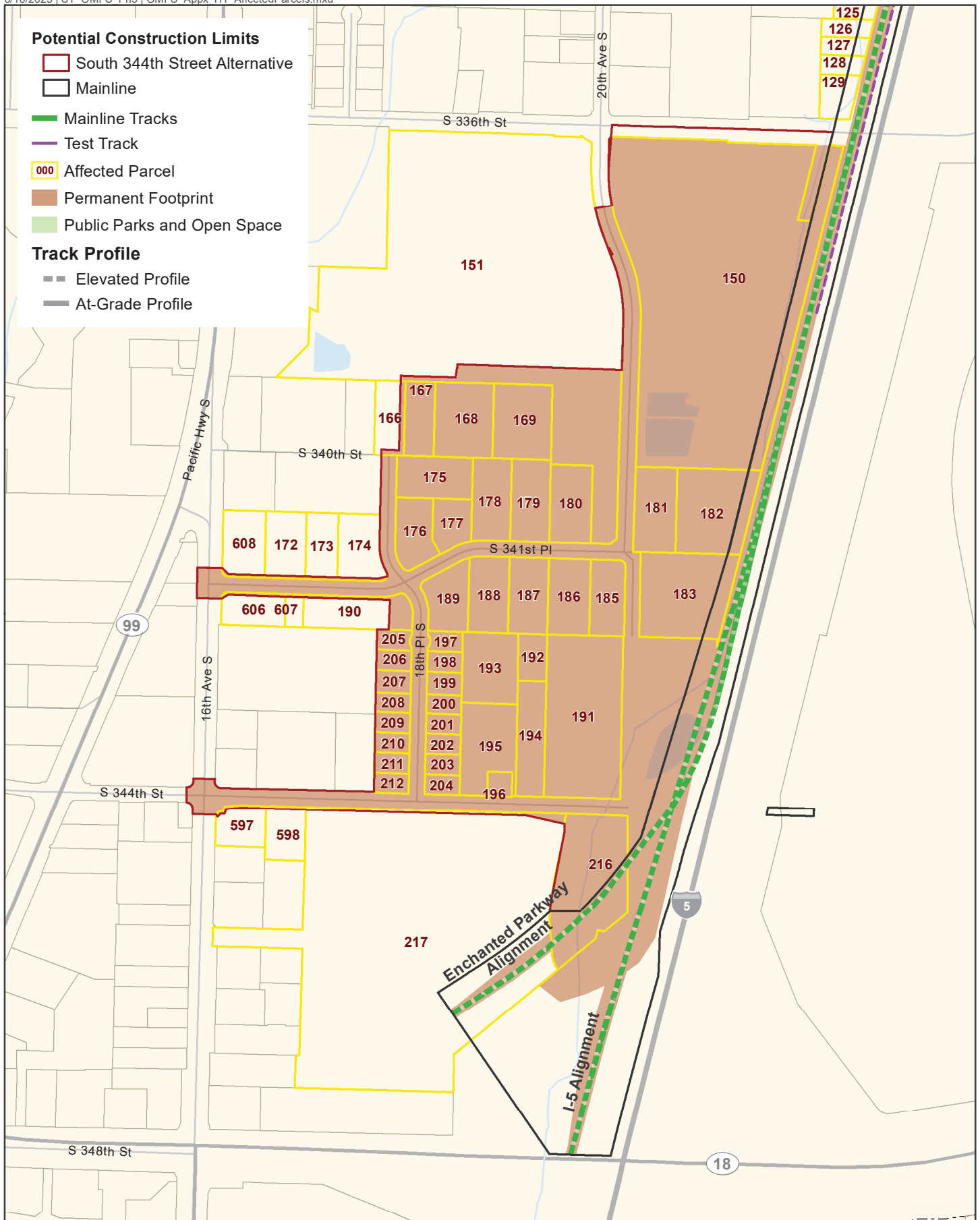


Data Sources: King County; Cities of Des Moines, Federal Way, Kent (2019).

**FIGURE H1-2**  
Potentially Affected Parcels  
Preferred Alternative

OMF South



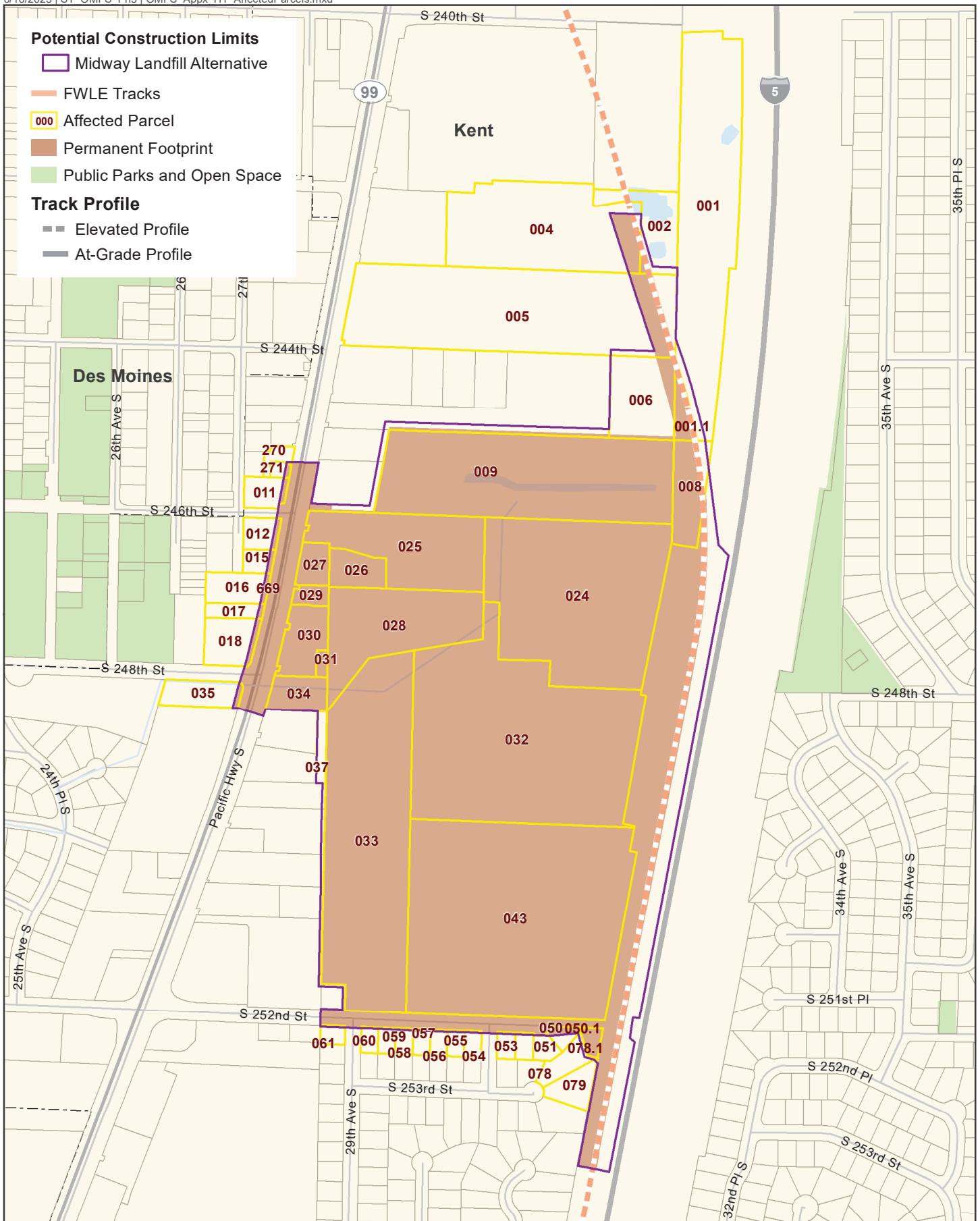


Data Sources: King County; Cities of Des Moines, Federal Way, Kent (2019).

**FIGURE H1-3**  
Potentially Affected Parcels  
South 344th Street Alternative

OMF South





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

**FIGURE H1-4**  
Potentially Affected Parcels  
Midway Landfill Alternative

OMF South



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Appendix H2:  
Land Use Technical  
Appendix

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## APPENDIX H2: LAND USE TECHNICAL APPENDIX

### 1.1 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.

#### 1.1.1 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).

### 1.2 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:

#### 1.2.1 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 2050, adopted 2020 (PSRC 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).

### **1.2.2 Local**

- The city of Des Moines Municipal 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 22-942 which was passed in November 2022 (annual updates are expected).
- The King County Zoning Code was last updated in March 2022 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 2019).
- The city of Kent Shoreline Master Program released draft amendments in 2019 and last adopted updates in 2009.
- Highline College Master Plan (adopted 2016).

## 1.3 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.

### 1.3.1 Preferred and South 344th Street Alternatives

The Preferred 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 Preferred 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 Preferred 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 Preferred and South 344th 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 (EIS). A Final Vision Report was scheduled to be published in 2020 but was delayed due to the COVID-19 pandemic.

### 1.3.2 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 5 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 Federal Way Link Extension (FWLE) light rail alignment and future Kent/Des Moines Station (between S 236th Street and S 234th Street) are 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.

## 1.4 Land Use Tables

The following tables (Table H2-1 through Table H2-10) 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 H2-1 and H2-2 address the Preferred, South 344th Street, and Midway Landfill alternatives’ consistency with the description and intent of the zoning types located within their project footprints. Table H2-3 lists the permitted and conditional uses within the various land use types under each zoning category for the Preferred and South 344th Street alternatives in the city of Federal Way. Table H2-4 lists the permitted and non-permitted uses within the various land use types under each zoning category for the Midway Landfill Alternative in the city of Kent. Tables H2-5 through H2-7 discuss the consistency of the OMF South project with each alternative’s city comprehensive and subarea plans. Lastly, Tables H2-8 and H2-9 list the acreage of each zone within the project alternative study areas, and Table H2-10 displays the acreage of zoning type that would be acquired by each alternative.

### 1.4.1 Study Area Zoning

**Table H2-1 Preferred and South 344th Street Alternatives 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, 35 feet for a public utility, and 75 feet for a light rail or commuter rail transit facility. There is no minimum lot size for light rail or commuter transit facilities, except for 20 feet along single-family residential zones.</p>	<p>Both alternatives would convert approximately 17 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 tracks 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 tracks 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 multi-family 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 tracks and a portion of the maintenance and operations facility would occupy approximately 72 acres of multi-family zoning for the Preferred Alternative and approximately 43 acres of multi-family zoning for the South 344th Street Alternative.</p> <p>These multi-family 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 multi-family 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 Preferred 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 H2-1 Preferred 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 Preferred 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 be consistent with 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. For a light rail or commuter rail transit facility, the height limitation is 50 feet above average building elevation. There is no minimum lot size for light rail or commuter transit facilities, except for 20 feet along single-family residential zones.</p>	<p>The South 344th Street Alternative site and mainline tracks would occupy approximately 36 acres of the CE zone. The southeast corner yards, training track, and stormwater detention facility of the Preferred Alternative would occupy approximately 11 acres of the CE zone. The Preferred 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: Federal Way Municipal 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.

**Table H2-2 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 tracks 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 Kent City Code (KCC) Chapter 15.15, 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: 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</p>	<p>Most of the project footprint (66 acres) is proposed for location on CM zoning and would not conflict with targeted CM uses since the OMF would be similar in scale and development intensity to light industrial operations intended for the CM 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</p>

**Table H2-2 Midway Landfill Alternative Zones Description and Consistency (continued)**

City of Kent Zone	Purpose, Select Development Standards	Consistency
	<p>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 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.</p>	<p>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 Zone. In addition, the proposed development in total could result in approximately 11 percent of the site being covered, which is below the 50 percent maximum site coverage standard for this zone.</p>
<p>SR-6: Single-Family Residential</p>	<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 (0.4 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 tracks. 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: Kent City 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.

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

**Table H2-3 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"> <li>Above-grade structured parking facilities</li> </ul>
Government Facility, Public Parks, Public Transit Shelter	<ul style="list-style-type: none"> <li>Government facility</li> <li>Public parks</li> <li>Public transit shelter</li> </ul>
Public Transportation Facilities	<ul style="list-style-type: none"> <li>Light rail or commuter rail transit facility</li> </ul>
Public Utility	<ul style="list-style-type: none"> <li>Public utility</li> </ul>
Personal Wireless Service Facility	<ul style="list-style-type: none"> <li>Personal wireless service facility</li> </ul>
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"> <li>Public Transit Shelter</li> </ul>
Public Utility	<ul style="list-style-type: none"> <li>Public Utility</li> </ul>
Government Facility	<ul style="list-style-type: none"> <li>Government Facility</li> </ul>
Public Parks	<ul style="list-style-type: none"> <li>Public Parks</li> </ul>
Personal Wireless Service Facility	<ul style="list-style-type: none"> <li>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.</li> </ul>
Commercial Enterprise Zoning	
Land Use Categories	Detailed Permitted Land Uses
Manufacturing and Production, General	<ul style="list-style-type: none"> <li>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</li> <li>Fabrication of clay, glass, ceramic, stone, china, or metal products; metal plating and coating; engraving and stone cutting</li> <li>Preparation of food products; leather products; textile, fabric, or apparel</li> <li>For manufacturing and production, limited, see FWRC 19.240.070</li> <li>Any manufacturing, fabrication, and assembly uses other than listed herein</li> </ul>
Warehouse, Distribution, Storage Facilities, Truck Stops, Automotive Emissions Testing Facilities	<ul style="list-style-type: none"> <li>Warehouse and wholesale distribution facilities</li> <li>Contractor’s yards for storage of commercial equipment, vehicles, bulk building materials, and similar items</li> <li>Parking lots for storage of recreational vehicles and other oversized vehicles</li> <li>Commercial vehicle facilities and service yards such as truck stops</li> <li>Automotive emissions testing facilities</li> </ul>

**Table H2-3 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	
Vehicle, Boat, Equipment, and Outdoor Storage Container Sales, Rental, Service, Repair, Self-Service Storage, Tow and Taxi Lots	<ul style="list-style-type: none"> <li>• Sales, rental, or leasing facilities for vehicles, trucks, boats, trailers, motorcycles, equipment, outdoor storage containers, and portable moving containers</li> <li>• Mechanical repair, body repair, painting, or related services for vehicles, trucks, boats, trailers, motorcycles, and equipment</li> <li>• Vehicle service station or car wash</li> <li>• Self-service storage facilities</li> <li>• Tow and taxi lots</li> </ul>
Public Utility	<ul style="list-style-type: none"> <li>• Public Utility</li> </ul>
Government and Public	<ul style="list-style-type: none"> <li>• Government Facility, Public Parks, Public Transit Shelter</li> </ul>
Public Transit Facilities	<ul style="list-style-type: none"> <li>• Light rail or commuter transit facility</li> </ul>
Personal Wireless Services	<ul style="list-style-type: none"> <li>• Personal Wireless Services Facilities</li> </ul>
Community Business Zoning	
Land Use Type	Permitted and Conditional
Vehicle and Equipment Sales, Service, Repair, Rental: Self-Service Storage Facilities	<ul style="list-style-type: none"> <li>• Vehicle service station or car wash</li> <li>• Retail establishment providing vehicle, boat, or tire sales, service, repair, rental, and/or painting, passenger vehicle rental including moving trucks</li> <li>• Merchandise and equipment rental facilities, excluding heavy equipment rental</li> <li>• Tow or taxi lots</li> <li>• Self-service storage facilities; storage of recreational vehicles</li> </ul>
Government Facility, Public Parks, Public Transit Shelter	<ul style="list-style-type: none"> <li>• Government facility, public parks, public transit shelter</li> </ul>
Public Utility	<ul style="list-style-type: none"> <li>• Public Utility</li> </ul>
Personal Wireless Service Facility	<ul style="list-style-type: none"> <li>• Personal wireless service facility</li> </ul>

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

Notes:

- (1) The city of Federal Way Zoning and Development Code does 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.
- (2) OMF South is considered an Essential Public Facility and would be reviewed under FWRC 19.105.020.



**Table H2-4 Midway Landfill Alternative Zoning, City of Kent Permitted and Prohibited Uses**

Commercial Manufacturing (CM) Zoning	
Transportation, Public, and Utilities Land Use	
Principally Permitted	<ul style="list-style-type: none"> <li>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.)</li> </ul>
Conditional	<ul style="list-style-type: none"> <li>Transportation and transit facilities, including high-capacity transit facilities</li> <li>Transit operations and maintenance facilities</li> <li>Utility and transportation facilities: electrical substations, pumping or regulating devices for the transmission of water, gas, steam, petroleum, etc.</li> <li>Public facilities: firehouses, police stations, libraries, and administrative offices of governmental agencies, primary and secondary schools, vocational schools, and colleges</li> <li>WTF by minor conditional use permit (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.)</li> </ul>
Accessory	<ul style="list-style-type: none"> <li>Accessory uses and structures customarily appurtenant to a permitted use (Includes incidental storage facilities and loading/unloading areas.)</li> <li>Electric vehicle (EV) charging station (Level 1 and 2 charging only)</li> <li>Rapid charging station</li> </ul>
Not Permitted	<ul style="list-style-type: none"> <li>Commercial parking lots or structures</li> <li>Railway and bus depots, taxi stands</li> </ul>
Special Use	<ul style="list-style-type: none"> <li>None</li> </ul>
Midway Commercial Residential (MCR) Zoning	
Transportation, Public and Utilities Land Use	
Principally Permitted	<ul style="list-style-type: none"> <li>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.)</li> </ul>
Conditional	<ul style="list-style-type: none"> <li>Commercial parking lots or structures</li> <li>Transportation and transit facilities, including high-capacity transit facilities (High-capacity transit facilities shall be consistent with Chapter 15.15 KCC.)</li> <li>Railway bus depots, taxi stands</li> <li>Utility and transportation facilities: electrical substations, pumping or regulating devices for the transmission of water, gas, steam, petroleum, etc.</li> <li>Public facilities: firehouses, police stations, libraries, and administrative offices of governmental agencies, primary and secondary schools, vocational schools, and colleges</li> <li>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.)</li> </ul>
Accessory	<ul style="list-style-type: none"> <li>Accessory uses and structures customarily appurtenant to a permitted use</li> <li>EV charging station (Level 1 and 2 charging only)</li> <li>Rapid charging station</li> </ul>
Not Permitted	<ul style="list-style-type: none"> <li>Transit operations and maintenance facilities</li> </ul>
Special Use	<ul style="list-style-type: none"> <li>None</li> </ul>

**Table H2-4 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"> <li>• None</li> </ul>
Conditional	<ul style="list-style-type: none"> <li>• Transportation and transit facilities, including high-capacity transit facilities (High-capacity transit facilities shall be consistent with Chapter 15.15 KCC.)</li> <li>• Utility and transportation facilities: electrical substations, pumping or regulating devices for the transmission of water, gas, steam, petroleum, etc.</li> <li>• Public facilities: firehouses, police stations, libraries, and administrative offices of governmental agencies, primary and secondary schools, vocational schools, and colleges</li> <li>• WTF (If on property owned, leased, or otherwise controlled by the city or other government entity subject to KCC 15.08.035(I).)</li> </ul>
Accessory	<ul style="list-style-type: none"> <li>• 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.)</li> <li>• EV charging station (Level 1 and 2 charging only)</li> <li>• Rapid charging station (Only as part of a general conditional use identified in KCC 15.08.030.)</li> </ul>
Not Permitted	<ul style="list-style-type: none"> <li>• Commercial parking lots or structures</li> <li>• Transit operations and maintenance facilities</li> <li>• Railway and bus depots, taxi stands</li> </ul>
Special Use	<ul style="list-style-type: none"> <li>• None</li> </ul>

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

1.4.3 Comprehensive Plan Policy Consistency

**Table H2-5 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"> <li>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.</li> <li>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.</li> <li>LUP 10: Support the continuation of a strong residential community.</li> </ul>	<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 tracks and a portion of the maintenance and operations facility of the Preferred Alternative would occupy approximately 54 acres of multi-family zoning. The mainline tracks and a portion of the operations and maintenance facility for the South 344th Street Alternative would occupy approximately 43 acres of multi-family zoning. Multi-family 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 Preferred and South 344th Street alternatives would occupy portions of a multi-family 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 H2-5 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"> <li>LUP14: Protect residential areas from impacts of adjacent non-residential uses.</li> <li>LUP16: Encourage the development of transportation routes and facilities to serve single-family neighborhoods. Special attention should be given to pedestrian circulation.</li> </ul>	<p>Policy LUP14: The mainline tracks of the Preferred and South 344th Street alternatives would be located within a small portion of this zone and next to multi-family 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 FWLE 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"> <li>LUP21: Support multi-family development with transportation and capital facilities improvements.</li> <li>LUP23: Encourage the establishment of street patterns and amenities that encourage walking, bicycling, and transit use.</li> </ul>	<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 multi-family households in the Federal Way area.</p> <p>Policy LUP23: The proposed conceptual design for the Preferred 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"> <li>LUP24: Provide employment and business opportunities by allocating adequate land for commercial, office, and industrial development.</li> <li>LUP25: Encourage development of regional uses in the City Center.</li> </ul>	<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 17 acres) and Commercial Enterprise zone (a range of 5 to 10 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 up to approximately 610 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 TDLE and FWLE) which supports the development of regional public transportation routes and is expected to generally support development in the region.</p>

**Table H2-5 Policy Consistency with City of Federal Way Comprehensive Plan (continued)**

Topic	Goals	Policies	Consistency with Applicable Policies
<p>2.7 Commercial Designations (Commercial Enterprise)</p>	<p>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.</p>	<ul style="list-style-type: none"> <li>• LUP35: Allow a broad range of commercial, retail, office, industrial, and supportive uses to meet the needs of workers and consumers, in well-integrated, well-functioning, high-quality developments.</li> <li>• 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.</li> <li>• LUP38: Do not allow heavy industrial uses on properties that adjoin residential zones.</li> </ul>	<p>Policy LUP35: The Preferred Alternative would consist of 12 acres of commercial zoned land, which is 1 percent of commercial zoned land within the city of Federal Way. The South 344th Alternative would consist of 41.6 acres of commercial zoned land, which is 3 percent of commercial zoned land in the city of Federal Way. As such, the proposed project is too small in size to impede the city from accommodating a broad range of commercial, retail, office, and industrial uses.</p> <p>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.</p> <p>Policy LUP38: OMF South would consist of maintenance facility buildings that are similar in scale and development intensity to light industrial uses. The city of Federal Way has not defined what a heavy industrial use is within the Federal Way Comprehensive Plan or in the city of Federal Way Revised Code. The city of Federal Way has defined Industrial uses. Industrial uses allowed within the CE zone (cited within FWRC 19.240.010 through 19.240.040) include manufacturing and production uses, warehouse, distribution, storage facility, truck stop, and automotive emissions testing facility uses, and commercial photography, communications, product testing, and industrial laundry facility uses. These uses are allowed so long as operations do not cause “inherent and recurring generated noise or vibration perceptible without instruments at any point along a property line, except transportation and delivery operations typically and customarily associated with the use; and provided, that such operations are not audible from a residential zone on a regular or recurring basis” (FWRC 19.240.010 through 19.240.040). According to Section 3.9, Noise and Vibration, there are no noise impacts to adjacent properties from the mainline tracks or OMF Site. The OMF Site would follow the guidelines of LUP38, given there are no noise impacts to residential properties. In addition, Sound Transit would take steps necessary to reduce the impact on adjacent parcels with residential uses through building setbacks, landscaped buffers, and other building design features to support aesthetic compatibility between uses.</p>

**Table H2-5 Policy Consistency with City of Federal Way Comprehensive Plan (continued)**

Topic	Goals	Policies	Consistency with Applicable Policies
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"> <li>• 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.</li> <li>• 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.</li> </ul>	<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>
2.10 Phasing	None.	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	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 H2-6 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"> <li>• 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.</li> <li>• Policy LU-2.2: Promote and support public transit, bicycle, and pedestrian circulation within compact urban settings.</li> </ul>	<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"> <li>• 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.</li> </ul>	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"> <li>• 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.</li> </ul>	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"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>	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 (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 H2-7 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"> <li>Policy LMU-2.1: Allow a mix of retail, light industrial or live/work uses.</li> </ul>	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 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"> <li>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.</li> <li>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.</li> </ul>	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"> <li>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.</li> </ul>	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 H2-8 Zones within Half-Mile Study Area: Preferred and South 344th Street Alternatives**

Zone	General Zoning Description	Full Zone Name	Jurisdiction	Total Area (Acres)
BC	Commercial	Commercial Business	Federal Way	140
CE	Commercial	Commercial Enterprise	Federal Way	336
CP-1	Commercial	Corporate Park	Federal Way	364
OP	Commercial	Office Park	Federal Way	233
OP-1	Commercial	Office Park I	Federal Way	92
CB	Commercial	Commercial Business	King County	19
CB-P	Commercial	Commercial Business	King County	4
O-P	Commercial	Office	King County	3
CC-C	Mixed-Use	City Center Core	Federal Way	174
CC-F	Mixed-Use	City Center Frame	Federal Way	150
RM1800	Multi-Family	Multi-Family (1 DU/1,800 sf)	Federal Way	10
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	197
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	9
R-4	Single-Family	Residential (4 DU/acre)	King County	70
<b>Total</b>				<b>1,975</b>

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

Notes: The half-mile study area is based on the potential construction limits for each build alternative. The acreage is approximate, calculated using GIS tools. The areas within the project alternative footprint are not included in the information.

**Table H2-9 Zones within Half-Mile Study Area: Midway Landfill Alternative**

Zone	General Zoning Description	Full Zone Name	Jurisdiction	Total Area (Acres)
W-C	Commercial	Woodmont Commercial	Des Moines	18
CM	Commercial	Commercial Manufacturing	Kent	129
I-P	Commercial	Industrial (with conditions)	King County	4
NB	Commercial	Neighborhood Business	King County	0
T-C	Mixed-Use	Transit Community	Des Moines	12
CC	Mixed-Use	Community Commercial	Kent	10
MCR	Mixed-Use	Midway Commercial Residential	Kent	46
MTC-1	Mixed-Use	Midway Transit Community I	Kent	23
MTC-2	Mixed-Use	Midway Transit Community II	Kent	28
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	40
R-1	Multi-Family	Urban Residential (1 DU/acre)	King County	1
R-12	Multi-Family	Urban Residential (12 DU/acre)	King County	0
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	143
R-SE	Single-Family	Residential Suburban Estates	Des Moines	26
SR-6	Single-Family	Single-Family Residential (6 DU/acre)	Kent	370
<b>Total</b>				<b>978</b>

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

Notes: The half-mile study area is based on the potential construction limits for each build alternative. The acreage is approximate, calculated using GIS tools. The areas within the project alternative footprint are not included in the information.

**Table H2-10 Estimated Acres of Zoning Type to be Acquired**

Alternative	Impact Type	Jurisdiction	Zoning Type	Zoning Category	Total Area (Acres)
Preferred	Mainline <sup>1</sup>	Federal Way	CE	Commercial	3
		Federal Way	RM3600	Residential	62
	OMF Site	Federal Way	BC	Commercial	3
		Federal Way	CE	Commercial	14
		Federal Way	RM2400	Residential	1
		Federal Way	RM3600	Residential	55
South 344th Street	Mainline <sup>1</sup>	Federal Way	CE	Commercial	25
		Federal Way	RM2400	Residential	1
		Federal Way	RM3600	Residential	64
	OMF Site	Federal Way	BC	Commercial	1
		Federal Way	CE	Commercial	36
		Federal Way	RM3600	Residential	48
Midway Landfill	OMF Site	Kent	CM	Commercial	69
		Kent	MCR	Mixed Use	25
		Kent	SR-6	Residential	3

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

Note: The acreage is approximate, calculated using GIS tools, and conservatively assumes full acquisition of all affected parcels.

(1) The mainline tracks would be constructed regardless of which alternative is selected to be built. Under the Midway Landfill Alternative, the tracks would be constructed later, as part of the TDLE project.



# *Operations and Maintenance Facility South*

Appendix H3:  
Visual and Aesthetic  
Resources Technical  
Appendix

**September 2023**

## APPENDIX H3: VISUAL AND AESTHETIC RESOURCES TECHNICAL APPENDIX

The visual analysis assesses the existing visual quality and character of the landscape and then considers how typical viewers may respond to what they see around them. Sound Transit adapted FHWA and WSDOT guidelines for this analysis. The FHWA guidelines provide a generally accepted methodology for preparing visual assessments for transportation projects and are appropriate for use on this project. Generally, assessment methods include defining viewsheds from where a build alternative can potentially be seen, characterizing the visual quality in landscape units within the viewshed, and selecting key observation points of the affected areas.

Visual and aesthetic impacts are defined by the extent to which the proposed project would change the environment in terms of visual quality and viewer sensitivity. According to guidance found in the Visual Impact Assessment for Highway Projects (FHWA 1988), the key terms for a visual impact analysis are defined as follows:

**Visual quality** refers to the evaluation of the visual experience of the public and is described in terms of vividness, intactness, and unity. *Vividness* refers to the way landscape components combine in distinctive and memorable visual patterns. *Intactness* refers to whether the natural and human-built visual patterns form a consistent landscape or whether highly contrasting features intrude into the view. *Unity* refers to the visual coherence and compositional harmony of the landscape considered as a whole. Visual character also informs visual quality; it refers to identifiable visual information, including visual elements and major environmental features.

Based on the considerations listed above, different levels of visual quality have been assigned to describe the viewsheds surrounding the project alternatives:

- **High Visual Quality** describes views with vivid, memorable, distinctive features in a landscape with compositional harmony, or where elements of the landscape fit together in a visual pattern that is free from encroaching visual elements that look out of place.
- **Medium Visual Quality** describes views with some unity or compositional harmony between elements of the landscape, where out-of-place visual elements do not substantially alter the perception of the landscape as a unit. These views lack vivid, memorable features and are generally characterized as common or ordinary.
- **Low Visual Quality** describes views that lack a dominant visual character, where views appear disorganized with features that seem out of place or views have some compositional harmony but include eyesore elements that can dominate one's perception.

**Viewer sensitivity** refers to how viewers perceive the environment and what they find important. Viewer sensitivity can be affected by what the viewer is doing; the visual context; and the values, expectations, and interests of the viewer. Viewer exposure, which considers the number of viewers, where viewers are, and how long they are typically in a place, is also important to viewer sensitivity. For example, highway users driving by a site would have less exposure than surrounding neighbors.

For each potential viewer group within the study areas, viewer sensitivity is rated as high, medium, or low. High-sensitivity groups include viewers who highly value a particular view, and low-sensitivity groups include viewers who do not regard the visual setting as important to their activities. For example, residential viewers are typically in high-sensitivity groups, as well as persons driving for pleasure, tourists visiting an area to enjoy scenic features, and individuals

engaged in recreation activities in parks or on trails. These viewers have a high awareness and sensitivity to their surroundings. People sightseeing on highways or driving through their neighborhood are considered to have medium to high viewer sensitivity. Commuters and other drivers primarily passing through an area are considered to have lower viewer sensitivity because they often become accustomed (and indifferent) to the views along their travel routes because of repetition and short viewing duration.

A medium sensitivity rating reflects the experience of people who view the visual context as a secondary feature of other activities. These could be people at work or shopping who may value a pleasant environment but are not at a location for the specific purpose of enjoying the scenery. Low viewer sensitivity generally describes the experience of persons engaged in activities that render the quality of their surroundings irrelevant or incidental. For example, drivers and vehicle occupants passing through an area are less sensitive to the visual context because they are focusing on features other than the surrounding landscape and generally have an average to low sensitivity.

**Landscape units** are geographic units in which visual quality impacts to viewers are assessed. Landscape units are defined both by viewshed area and landscape type and are generally visually homogenous (i.e., one viewshed and one landscape type). The landscape units encompassing the three OMF South build alternatives are defined by changes in topography, neighborhoods, streets, building types, and tree cover. The viewsheds within the landscape units range in width from half a block to 0.5 mile from the build alternatives.

**Key observation points** were selected within each landscape unit to illustrate views that are typical of the build alternatives, locations from where project features are particularly prominent, or views from sensitive viewpoints that would have views of the operating build alternative. At each key observation point, views of existing conditions are compared with simulated views of the build alternatives.

In addition, potential impacts to Resource Conservation Areas (formerly called “Beautification Areas”) along the I-5 right-of-way were reviewed. These areas were originally acquired under the Highway Beautification Act of 1965 by FHWA and WSDOT for the “restoration, preservation and enhancement of scenic beauty adjacent to the highway.”



# *Operations and Maintenance Facility South*

Appendix H4:  
Air Quality and  
Greenhouse Gas  
Technical Appendix

**September 2023**

## APPENDIX H4: AIR QUALITY AND GREENHOUSE GAS EMISSIONS TECHNICAL APPENDIX

### 1.1 Air Quality

Regional impacts on air quality would be caused by criteria air pollutants that would be emitted directly or indirectly as a result of the proposed project. “Criteria air pollutants” are six common air pollutants that can harm health and the environment, cause property damage, and are subject to certain federal air quality standards. Three agencies have jurisdiction over the ambient air quality in the OMF South study area: the U.S. Environmental Protection Agency (EPA), the Washington State Department of Ecology (Ecology), and the Puget Sound Clean Air Agency.

#### 1.1.1 Federal Clean Air Act

The Federal Clean Air Act, as amended, is the primary federal law that governs air quality. These laws and related regulations by EPA set standards for the concentration of pollutants in the air, known as the National Ambient Air Quality Standards. National Ambient Air Quality Standards have been established for the six criteria pollutants, which include carbon monoxide; nitrogen dioxide; ozone; particulate matter (PM), which is broken down for regulatory purposes into particles of 10 micrometers and smaller (PM<sub>10</sub>) and particles of 2.5 micrometers and smaller (PM<sub>2.5</sub>); and sulfur dioxide. In addition, national standards exist for lead and air toxics.

The National Ambient Air Quality Standards are set at levels that protect public health with a margin of safety and are subject to periodic review and revision. Washington State adopts current federal National Ambient Air Quality Standards in state regulations, administered by Ecology. Applicable state and federal ambient air quality standards are shown in Table H4-1.

Based on monitoring information for criteria air pollutants collected over a period of years, Ecology and EPA designate regions as being attainment or nonattainment areas for the criteria pollutants. Once a nonattainment area achieves compliance with the National Ambient Air Quality Standards, the area is considered an air quality maintenance area. Although portions of the Puget Sound region are in maintenance areas for PM<sub>2.5</sub> and PM<sub>10</sub>, none of the build alternative sites are located within the PM<sub>2.5</sub> or PM<sub>10</sub> maintenance areas.

#### 1.1.2 Washington Clean Air Act

The Washington Clean Air Act, RCW 70.94, sets forth the state law regarding outdoor air pollution and establishes a system of regional air pollution control authorities to implement federal and state air pollution control regulations. Air pollution control regulations cover the emission of air contaminants that are injurious to health or that unreasonably interfere with the enjoyment of life and property. In general, cities and towns cannot develop their own air pollution regulations. However, they can enact local nuisance provisions and performance standards so long as they are not less stringent than those of the regional authority. Many local governments have enacted general nuisance ordinances, which typically contain provisions aimed at such problems as illegal burning, dust, and noxious odors.



**Table H4-1 Ambient Air Quality Standards**

Pollutant <sup>1</sup>	National (Primary)	National (Secondary)	Washington State
<b>Carbon Monoxide</b>			
8-Hour Average	9 ppm	NS	9 ppm
1-Hour Average	35 ppm	NS	35 ppm
<b>Ozone</b>			
8-Hour Average	0.07 ppm	0.07 ppm	0.07 ppm
<b>Lead</b>			
Rolling 3-Month Average	0.15 µg/m <sup>3</sup>	0.15 µg/m <sup>3</sup>	0.15 µg/m <sup>3</sup>
<b>Nitrogen Dioxide</b>			
Annual Arithmetic Mean	0.053 ppm	0.053 ppm	53 ppb
1-Hour Average <sup>2</sup>	100 ppb	NS	100 ppb
<b>Particulate Matter (PM<sub>10</sub>)</b>			
24-Hour Average <sup>3</sup>	150 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>
<b>Particulate Matter (PM<sub>2.5</sub>)</b>			
Annual Arithmetic Mean	12 µg/m <sup>3</sup>	15 µg/m <sup>3</sup>	12 µg/m <sup>3</sup>
24-Hour Average	35 µg/m <sup>3</sup>	35 µg/m <sup>3</sup>	35 µg/m <sup>3</sup>
<b>Sulfur Dioxide (SO<sub>2</sub>)</b>			
Annual Arithmetic Mean	NS	NS	0.02 ppm
24-hour	NS	NS	0.14 ppm
3-hour	NS	0.5 ppm	0.5 ppm
1-hour <sup>4</sup>	75 ppb	NS	75 ppb

Notes:

NS = No standard established

µg/m<sup>3</sup> = micrograms per cubic meter

ppm = parts per million

ppb = parts per billion

- (1) Annual standards never to be exceeded; short-term standards not to be exceeded more than once a year unless noted.
- (2) The 3-year average of the annual 98th percentile of daily maximum 1-hour averages is not to be above this level.
- (3) Not to be above this level on more than 3 days over 3 years with daily sampling.
- (4) The 3-year average of the annual 99th percentile of daily maximum 1-hour averages is not to be above this level.

## 1.2 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to GHG emissions, particularly those generated from the production and use of fossil fuels, such as coal, oil, and natural gas.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity.

In the U.S., the main source of GHG emissions is transportation, followed by electricity generation. The dominant GHG emitted is carbon dioxide, mostly from fossil fuel combustion. There are four primary strategies for reducing GHG emissions from transportation sources: 1) improving the transportation system and operational efficiencies, 2) reducing passenger vehicle travel activity, 3) transitioning to lower GHG-emitting fuels, and 4) improving vehicle technologies/efficiency. To be most effective, all four strategies should be pursued cooperatively.

### **1.2.1 Washington State Greenhouse Gas Reduction Goals**

In 2020, Washington State adopted House Bill 2331 (HB 2331), which revised the state's GHG reduction goals. Under HB 2331, Washington must limit emission of GHGs to achieve the following reductions for the state:

- By 2020, reduce overall emissions of GHGs in the state to 1990 levels.
- By 2030, reduce GHG emissions to 45 percent below 1990 levels.
- By 2040, reduce overall emissions of GHGs in the state to 70 percent below 1990 levels.
- By 2050, reduce overall emissions of GHGs in the state to 95 percent below 1990 levels, and achieve net zero GHG emissions.

In addition, Sound Transit's Sustainability Plan, most recently updated in 2019, commits Sound Transit to integrating efficient operating practices at existing and new facilities, using energy-saving equipment to reduce energy demand, and maximizing intermodal transit connections to reduce automobile travel (Sound Transit 2019). The 2019 update includes goals focused on sustainable building and infrastructure and opportunities for transit-oriented development.

### **1.2.2 Climate Conditions and Local Air Quality**

Washington is located on a windward coast in the mid-latitudes, producing a predominantly marine-type climate west of the Cascade Mountains. East of the Cascades, the climate possesses both continental and marine characteristics. The Puget Sound region's climate is mild, with wet and cloudy winters and cool and comparatively dry summers. In the interior valleys, measurable rainfall is recorded on 150 days each year; in the mountains and along the coast, there is rain 190 days each year.

Prevailing winds are typically from the south or southwest during the winter and from the north or northeast during the summer. Wind speeds are generally sufficient to disperse air pollutants released into the atmosphere. Air pollution is most noticeable in the late fall and winter under conditions of clear skies and light winds.

Typical air pollution sources near the study area include vehicular traffic, commercial and retail businesses, light industry, and residential wood-burning devices. While many types of pollutant sources are present, the largest contributors of criteria pollutant emissions are on-road vehicles, which contribute the majority of the carbon monoxide and ozone precursors. Secondary sources of emissions are commercial and industrial land uses.

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