



**RESOLUTION NO. 2014-13**

**A RESOLUTION OF THE CITY OF LYNNWOOD, WASHINGTON REGARDING THE LYNNWOOD DEIS ALTERNATIVE SITE FOR THE SOUND TRANSIT LINK OPERATIONS AND MAINTENANCE SATELLITE FACILITY SITE (OMSF) AND A REQUEST TO THE SOUND TRANSIT BOARD TO REMOVE THIS ALTERNATIVE FROM FURTHER CONSIDERATION DUE TO ITS SEVERE IMPACTS ON SOUND TRANSIT OPERATIONS, THE CITY, COMMUNITY, AND EDMONDS SCHOOL DISTRICT.**

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**WHEREAS**, The Central Puget Sound Regional Transit Authority (Sound Transit) released the Draft Environmental Impact Statement (DEIS) on May 9, 2014 with a public review and comment period closing on June 23, 2014; and

**WHEREAS**, Sound Transit staff has selected for review in this DEIS four potential alternatives for the Operations and Maintenance Satellite Facility (OMSF), one of which is located in the City of Lynnwood on a site adjacent to 52<sup>nd</sup> Ave./ Cedar Valley Road; and

**WHEREAS**, the Lynnwood OMSF alternative site consists of several parcels, the largest of which is owned by the Edmonds School District (District); and

**WHEREAS**, the District after a multi-year effort in 2004-2005 working with their citizens capital project committee and affected stakeholders in the community, was successful in gaining funding for their capital plan from a voter approved property tax levy in 2006, reaffirmed by voter approval in February 2014, to pay for necessary large scale, multi-stage District capital projects and improvement plans affecting many different schools, facilities, and surplus sites around the District, has spent millions of dollars of public funds, and has stated publicly on several occasions including providing testimony to Sound Transit's Capital Committee on May 8, 2014 regarding their unwavering desire to use their property and approved, thus as another public agency, precluding Sound Transit's ability to acquire the site without their consent; and

**WHEREAS**, the District's plans are financially, sequentially and organizationally linked to multiple sites in and around the City of Lynnwood that would be redeveloped to provide long-term revenue streams for the construction, maintenance, improvement and operations of critical District capital facilities; and

**WHEREAS**, financially, sequentially, and organizationally, both the District and the City of Lynnwood would each be severely disrupted, if construction of the District's facilities are not allowed as planned; and

**WHEREAS**, the DEIS finds that Sound Transit's light rail ridership service requirements for off-peak vehicle headways cannot be met with the Lynnwood OMSF alternative, which creates uneven train spacing, violates Sound Transit's service policies, and creates significant system-wide impacts; and

**WHEREAS**, the DEIS finds that the ongoing annual operational expenses are significantly higher for the Lynnwood alternative due to the required additional facility required also in Bellevue and its need for an additional 28 personnel; and

**WHEREAS**, the DEIS finds that the capital costs for the Lynnwood alternative are significantly greater than the BNSF alternative which is located across from an existing King County Metro Bus Yard, not residential homes; and

**WHEREAS**, the proposed OMSF alternative in Lynnwood is the only alternative located directly across the street from an established single family neighborhood containing hundreds of affordable homes and is in close proximity to several affordable apartment and condominium complexes, all of which would be adversely impacted by the industrial nature and use of the OMSF facility including noise, light, and visual impacts, including that the noise and light would be occurring at night; and

**WHEREAS**, the selection of an OMSF site that directly impacts hundreds of affordable homes when there are other sites available raises social justice issues; and

**WHEREAS**, the proposed OMSF site is located in close proximity to an existing designated Puget Sound Regional Council (PSRC) Urban Center which would directly and negatively impact the development of that area; and

**WHEREAS**, the proposed OMSF site is located in close proximity to the Lynnwood City Center and the Lynnwood Transit Center, which are designed and planned to be the location of mixed-use, transit oriented development (TOD) to meet county and regional Growth Management Targets for increased residential population, and where planned future TOD would be adversely impacted by its proximity to such a heavy industrial facility; and

**WHEREAS**, the proposed OMSF site is located adjacent to the significant city recreational resources of Scriber Creek and associated wetlands, and the city's Scriber Creek Park that provides places to experience nature in close proximity to Lynnwood's City Center and the regional Interurban Trail, both of which, including the wildlife, would be impacted by the presence of an industrial use; and

**WHEREAS**, the proposed OMSF facility would directly impact through filling and indirectly impact through siting of buildings, facilities, and its operations the adjacent wetland complex that contains Scriber Creek which is listed as a salmonids bearing waterway; and

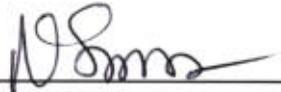
**WHEREAS**, the City has already experienced and corrected upstream flooding in the Scriber Creek drainage basin which likely would be exacerbated by any loss of flood storage capacity;

**NOW, THEREFORE**, THE CITY COUNCIL OF THE CITY OF LYNNWOOD DOES HEREBY RESOLVE AND REQUEST the Sound Transit Board to remove from its potential sites following this DEIS the Lynnwood 52nd Avenue West/ Cedar Valley Road site for a Sound Transit Operations and Maintenance Satellite Facility and that such site not be included in any further environmental analysis, due to its many

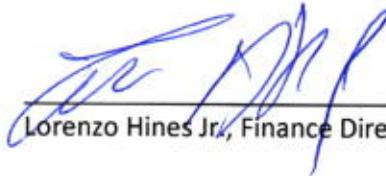
significant, unresolvable and irreparable impacts upon the operations of the regional light rail system, the City of Lynnwood, its residents and business and upon the Edmonds School District.

RESOLVED BY THE CITY COUNCIL OF THE CITY OF LYNNWOOD, WASHINGTON, this 9<sup>th</sup> day of June 2014.

APPROVED

  
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Nicola Smith, Mayor

ATTEST/AUTHENTICATE:

  
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Lorenzo Hines Jr., Finance Director

FILED WITH ADMINISTRATIVE SERVICES: 06/03/2014  
PASSED BY THE CITY COUNCIL: 06/09/2014  
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