

MOTION NO. C3276

1
2 A MOTION directed to Metro requesting
3 Metro staff hold in abeyance feasibility
4 studies of all sites except the current
5 operating facility, an industrial site
6 north of the Lake Union ship canal and/or
7 properties in the Bay Freeway Corridor.

8 WHEREAS, in 1972 Metro adopted the Comprehensive Plan for
9 Public Transportation Service; and

10 WHEREAS, that comprehensive plan contained the concept of
11 outlying operating bases for Metro vehicles; and

12 WHEREAS, a planning process was begun in 1973 to determine
13 a proposed site for the location of a North Operating Base; and

14 WHEREAS, the North Operating Base was originally envisioned
15 to include a maintenance building, an operations building, a
16 service facility, parking for up to 250 coaches, 200 employee
17 automobiles, and occupy a minimum of 15 acres; and

18 WHEREAS, since beginning this planning effort in 1973 over
19 four years has elapsed involving extensive efforts on the part
20 of staff, the private and public sector, communities and the
21 affected citizens of those communities; and

22 WHEREAS, during the four years that has elapsed staff has
23 considered no less than 12 different sites as potential locations
24 for the proposed North Operating Base; and

25 WHEREAS, through extensive review, community meetings,
26 preparation of staff reports to include a proposed Environmental
27 Impact Statement, the number of proposed sites to be seriously
28 considered was reduced to four; and

29 WHEREAS, the four sites most seriously considered are
30 N-1, North 152nd and Aurora, referred to as the Malmo site; N-9,
31 North 135th and Aurora, referred to as the Drive-In site; N-11,
32 125th and Aurora, referred to as the Puetz Driving Range site;
33 N-12, 130th and Aurora, referred to as the White Front site, and

WHEREAS, a fifth site or option is entitled "No Action"

1 and in fact means the continued use of the current operating base
2 located at 520-5th Avenue North, across from the Seattle Center;
3 and.

4 WHEREAS, in considering each of the four proposed sites
5 community meetings have been held and environmental assessments
6 performed, and

7 WHEREAS, Metro staff through objective assessment previously
8 recommended site N-1, Malmo site, as an operating base location
9 based on topography, size and relationship of Metro activities to
10 the community; and

11 WHEREAS, Metro staff does not recommend site N-1, Malmo site
12 because of zoning conflicts, regardless of the site qualifying
13 based on the physical needs of Metro, and

14 WHEREAS, Metro staff does not recommend site N-9, the Drive
15 In Theater site, again, because it does not have the proper land
16 use designation in the City of Seattle; and

17 WHEREAS, Metro staff does not recommend site N-12, the White
18 Front site, because the proposed site has been sold to the K-Mart
19 stores and will be developed as a retail store; and

20 WHEREAS, the Metro staff now has recommended the acquisition
21 and development of properties in site N-11, the Puetz Driving Range
22 site; and

23 WHEREAS, public meetings have clearly demonstrated that the
24 community-at-large affected by the selection of site N-11 is
25 opposed to that location for use as the North Operating Base; and

26 WHEREAS, the development of site N-11 will lead to the
27 relocation of at least six businesses among which are the Puetz
28 Driving Range and Lincoln Auto Salvage; and

29 WHEREAS, representatives of these two business firms have
30 testified in public meetings that the practical affect on them
31 of the development of the site will be to close their businesses;

1 and,

2 WHEREAS, these two firms have stated publicly that due to
3 Metro's proposed action, if approved, they will be forced to seek
4 judicial relief; and

5 WHEREAS, representatives of the affected businesses have
6 stated that they are long standing members of the community and
7 represent substantial tax-paying firms whose future livelihood
8 and the livelihood of their employees will be adversely impacted;
9 and

10 WHEREAS, the community has stated issues of environmental
11 impact because of the location of the operating base at site N-11,
12 including the incompatibility of the activity to general traffic
13 usage of Aurora Avenue, affect on residential housing, noise and
14 pollution levels; and

15 WHEREAS, Metro staff has proposed alternatives to the design
16 of the project to alleviate community concerns, proposed
17 alternatives of which the community at public meetings is clearly
18 skeptical; and

19 WHEREAS, as a practical fact in considering the four
20 alternative sites for the location of the North Operating Base,
21 three have been determined as not feasible (N-1, N-9, N-12) and
22 the fourth (N-11) is clearly opposed by the community affected; and

23 WHEREAS, continued discussion of a potential site for the
24 North Operating Base at any of the four proposed sites will
25 continue to erode the credibility of Metro staff and the Metro
26 Council, continue to frustrate the communities involved who have
27 dealt in good faith with Metro, potentially result in costly legal
28 action being taken by the community against Metro; and

29 WHEREAS, the only available action to be taken is the "No
30 Action" option which would involve the examination of the
31 redevelopment of the current operating base at 520 - 5th Avenue
32 North; and

33

1 WHEREAS, the classifying of the 520-5th Avenue North site
2 has suffered by its negative identification as a "No Action"
3 option when in fact EIS studies have shown that it clearly is
4 a positive site in terms of relationship to the community
5 environmental concerns of noise and pollution, and zoning
6 considerations; and

7 WHEREAS, Metro staff has presented studies showing the
8 fiscal liabilities to Metro for remaining at the current operat-
9 ing base, studies based on fiscal consideration and present
10 value considerations of funds considered over a period of years;
11 and

12 WHEREAS, the present site has not been fully discussed
13 in terms of comparisons of fiscal considerations as compared to
14 more intangible concerns such as environmental factors and
15 community relationships;

16 NOW, THEREFORE, BE IT MOVED by the Council of King County
17 to direct this motion to the Metro Council requesting the Metro
18 staff to hold in abeyance consideration of all sites
19 except the present facility at 520-5th Avenue North for use as
20 the North Operating Base; PROVIDED THAT Metro staff is directed
21 to immediately begin detailed planning and research studies to
22 determine the cost and implications of the redevelopment of the
23 current operating base at 520-5th Avenue North or an industrial
24 site north of the Lake Union ship canal and/or properties in the
25 Bay Freeway Corridor.

26 PASSED this 31st day of October, 1977.

27 KING COUNTY COUNCIL
28 KING COUNTY, WASHINGTON

29 Mike Lowry
30 Chairman

31 ATTEST:

32 Dorothy M. Owens
33 Deputy Clerk of the Council