

**Addendum to the  
Remote Consolidated Rental Car Facility (RCF)  
Mitigated Determination of Non-Significance (MDNS)  
For Bus Maintenance Facility Update**

**Addendum to:** Remote Consolidated Rental Car Facility Mitigated Determination of Non-Significance (MDNS). The MDNS was issued by the Port of Seattle on November 16, 2004 following the provisions of the Washington State Environmental Policy Act (SEPA) under Chapter 43.21C. Revised Code of Washington (RCW), Chapter 197-11, Washington Administrative Code (WAC), and Resolution 3028, Port of Seattle, SEPA Policies & Procedures. The Remote Consolidated Rental Car Facility MDNS is available for review at the Port of Seattle Bid Desk, Pier 69, 2711 Alaskan Way, Seattle, Washington, and Sea-Tac International Airport, Airport Office Building Reception Desk, 17801 Pacific Highway South, SeaTac from 8:00 AM to 4:30 PM weekdays (POS SEPA File No. 04-09).

**Name of Project:** Bus Maintenance Facility Update

**Project Sponsor:** Port of Seattle (SEPA File No. 08-10)

**Project Background:** The Port of Seattle issued the original MDNS for this proposal on November 16, 2004 for public and agency comment pursuant to WAC 197-11-340. The original MDNS proposed a new remote consolidated rental car facility for Seattle-Tacoma Airport (Sea-Tac) on a 21-acre parcel of land located in the City of SeaTac, Washington at the northwest quadrant of the intersection of South 160<sup>th</sup> Street and International Boulevard. The project, known as the Rental Car Facility (RCF), would provide a single location for delivery of rental cars at the airport and a common facility that would be used by all rental car companies. Consolidation of rental car activities at the RCF would relocate the five companies currently operating in the Main Garage, as well as provide relocation opportunities for the off-site rental car companies currently serving the airport. When complete, the facility could house between 10 and 12 rental car companies with associated office and support facilities. This would allow for additional public parking space in the Main Garage and would eliminate rental car trips on the Airport roadway system.

A fleet of approximately thirty-five forty-foot, low-floor configuration buses would be required, including seven spare buses, to move rental car customers between the proposed rental car facility and the passenger terminal. A Bus Maintenance Facility (BMF) was proposed to be constructed on approximately 2 acres at a different project site to support this activity. Two locations were considered in the MDNS. The first potential site was on South 160<sup>th</sup> Street across the street from the proposed RCF. The second potential site was at the intersection of South 200<sup>th</sup> Street and 26<sup>th</sup> Avenue South. All RCF-related buses would either be fueled with natural gas or meet equivalent air emission standards. An operations and maintenance base for a fleet of this size, including on-site bus storage and employee parking would require about 2 acres. The BMF facility would be a one-story structure with space for maintenance and wash bays, tire and parts storage and general repair, administrative offices, fleet and employee parking, fueling and vacuum areas, landscaping area and a stormwater detention facility, if required.

Subsequent to the issuance of the MNDS in November 2004, the Port continued with project planning and conducted an evaluation of alternative sites for the BMF. The Port has now made some minor changes to the proposed operation and determined that the preferred site for the BMF is located in close proximity to Option #2 of the original BMF site options (see Figure 1). The adjusted site is located north of the Port of Seattle Learning Center offices. The proposed BMF site is currently known as the Logistics area and houses the CNG fueling and includes contractor office trailers, material storage and staging, and contractor vehicle parking. The site is located west of 28<sup>th</sup> Avenue on South 194<sup>th</sup> Street and is accessed off of 28<sup>th</sup> Avenue and South 194<sup>th</sup> Street.

**Project Proposal:** The Port now proposes a fleet of approximately forty-two 40-ft, low-floor configuration buses (including seven spare buses) to move rental car customers between the proposed rental car facility and the passenger terminal. For efficiency, the Port will also maintain its employee bus fleet from the same location. The Employee bus fleet currently has 16 buses and will grow to 21 buses. The Bus Maintenance Facility (BMF) would support these activities. All RCF-related buses will be fueled with natural gas. All employee buses are natural gas fueled. The BMF facility would provide an operations and maintenance base including on-site bus storage and employee parking. The BMF building would be a one-story structure with space for maintenance and wash bays, tire and parts storage and general repair, administrative offices, fleet and employee parking, fueling and vacuum areas, landscaping area.

Approximately four acres of the six acres of the existing construction logistics site would be required for the bus maintenance facility.

This Addendum supplements and amends environmental evaluations presented in the original MDNS to reflect the changes made to the project to show the proposed new location and the changes to the operational features at the site.

**Summary of Revisions:** The modification to the proposed project is to include the adjusted location, increase in size of the BMF site parameters and minor changes to operational features at the site. The following portions of the original MDNS and environmental checklist are updated to reflect these changes as indicated below:

## **A. BACKGROUND**

### **1. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site.**

The project description should now include the following changes:

- The total number of buses will change from 35 to 42 buses. This change is not considered significant enough to require additional environmental review.
- The amount of acreage needed will change from 2 acres to 4 acres. Although this is an increase of 2 acres from the previous proposal, the site will actually experience less environmental impact because it is fully developed. The original site was undeveloped property.

- The location of the site will change from the intersection of South 200th Street and 26th Avenue South to the existing developed Logistics site north located west of 28th Avenue on South 194th Street. The change in location is close enough in proximity to the originally proposed Option #2 that the environmental analysis is very similar except that the environmental impacts are less in the new proposed location.

## **B. ENVIRONMENTAL ELEMENTS**

**Impacts and Mitigation:** The MDNS described anticipated environmental consequences and proposed mitigating measures for the project at the Option #2 site for the BMF. This Addendum supplements and amends environmental evaluations presented in the original MDNS. In this addendum, new information regarding the project description and location and analysis of earth, water, plants, land use and utilities is presented.

### **Earth**

The originally proposed Option #2 location for the BMF was vacant with vegetation on the property as well as an asphalt roadway resulting in about 20% impervious surface. The BMF project on that site would have resulted in an impervious surface area of about 76%.

The proposed new site for the BMF is already 100% impervious surface and will require little or no grading and paving and no additional impervious surface.

**Impacts:** The changes described in this Addendum result in less environmental impacts to the earth.

### **Water**

The originally proposed Option #2 location for the BMF proposed to conform to the King County Stormwater Design Manual.

The existing Logistics site is paved, and a stormwater system for this area already exists. The existing paved areas will be retained and the existing stormwater system will be utilized and modified as necessary to conform to the King County Stormwater Design Manual.

**Impacts:** The changes described in this Addendum result in the same or less environmental impacts to water.

### **Plants**

The originally proposed Option #2 location for the BMF would require approximately 2.75 acres cleared. This would include all trees, blackberries and any other vegetation on the existing undeveloped site.

The proposed site for the BMF is already on developed property and would require no clearing of vegetation.

**Impacts:** The changes described in this Addendum result in less environmental impacts to plants.

## **Land Use**

The originally proposed Option #2 BMF location was South 200th Street/26th Avenue Site: Uses surrounding the site include:

North: 26<sup>th</sup> Avenue South borders the project site. A residence is located directly across the street from the site.

South: Vegetation borders the site and leads into an area currently used by the Port as an overflow parking area.

East: 200<sup>th</sup> Avenue South borders the project site. The King County Federal Detention Center is located across the street.

West: Vegetation borders the site and leads into the Port of Seattle neighborhood offices to the west.

Other nearby uses range from airport and industrial uses to commercial and residential. These include mini-storage, car rental automotive parts store, and restaurants.

The new proposed BMF site is located north of the Option #2 site and is located west of 28<sup>th</sup> Avenue on South 194<sup>th</sup> Street.

North: A Port of Seattle parking lot borders the site to the north.

South: Port of Seattle offices are located south of the site.

East: Two single-family residences are east of the site and hotels and parking areas are located across 28<sup>th</sup> Avenue South.

West: The Tyee Golf Course is located west of the proposed site.

Other nearby uses range from airport and industrial uses to commercial and residential. These include mini-storage, car rental automotive parts store, and restaurants.

**Impacts:** The changes described in this Addendum result in the same or less environmental impacts to land use.

## **Utilities**

Utilities do not currently exist at the originally proposed Option #2 BMF location and would need to be supplied.

All required utilities at the new proposed site currently exist.

**Impacts:** The changes described in this Addendum result in less environmental impacts to utilities.

**SEPA Review:** The Port of Seattle has reviewed this proposal and determined that it is a minor change that is within the scope of the original project and would result in no significant adverse impacts.

**Date Addendum Issued:** November 14, 2008

**SEPA Lead Agency:** Port of Seattle

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**Signature on File**

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Signature

November 14, 2008  
Date

