



City of Tukwila

6200 Southcenter Boulevard • Tukwila, Washington 98188

Jim Haggerton, Mayor

NW Arena EIS Scoping Comment Summary

To: Northwest Arena Project File E15-0005
From: Nora Gierloff, Tukwila Deputy DCD Director
Lloyd Skinner, SEPA Consultant for Tukwila
Re: Close of EIS Scoping Period
Date: June 24, 2015

Summary

The City of Tukwila issued a Determination of Significance (DS) for the proposed Northwest Arena Project on May 22, 2015, indicating that an Environmental Impact Statement (EIS) would be prepared to address potential impacts from project construction and operation. The 21-day scoping comment period closed on June 12, 2015. Comments were received from 34 individuals, two cities, one transit agency, a railroad, and a utility provider. After review of the comments, Tukwila has determined that the scope of the EIS will include analysis of air quality; land use; height, bulk, scale, and aesthetics; recreation; and transportation. Preparation of the EIS is now underway.

Scoping Period

During the 21-day scoping period, the City invited comments by letter, by email, on the project website, or in person at the Department of Community Development. A public meeting was held at the Tukwila Community Center on June 2, 2015, from 4:30 to 6:30 in the afternoon, and a meeting for agencies and utility providers was held on the afternoon of June 10.

Scoping Comments Received

Thirty-four comment forms were received from individuals, although several were duplicates or elaborations from the same commenter. Potential impacts to the Interurban Trail were identified in about half of the comments, the most frequent issue identified. Other comments or concerns included: expressions of general support for the project; potential traffic and parking impacts; support for transit as a way to minimize impacts; concern about paying for infrastructure needed for the project (Strander Boulevard and other road improvements being mentioned); potential impacts to the historic Nelson House located across West Valley Highway from the project; and support for general mitigation of potential impacts from the project.

Agencies submitting comments included the cities of Renton and SeaTac, Sound Transit, Puget Sound Energy, and Union Pacific Railroad. The cities urged analysis of potential traffic and parking impacts, and Renton suggested that other issues be considered, including aesthetics, construction impacts, geotechnical, and cultural/archaeological impacts. Sound Transit cited potential use of its access road to the Longacres Station and noted procedural issues introduced by federal funding of its facilities. Union Pacific noted its ongoing operations and facilities, as well as the importance of maintaining public safety near the tracks. PSE noted the presence of its power lines through the project site and procedures for use of its corridor.

Contents of the EIS

In its DS, the City had identified air quality, land use, aesthetics, and transportation as elements of the environment to be studied in the EIS. After review of the comments received during the scoping period, the City finds that most of the issues raised will be addressed in the analysis of these elements. In order to provide a more specific focus on use of and potential impacts to the Interurban Trail, the City has determined that the EIS will include a separate section addressing recreation impacts. This section will address both pedestrian and bicycle use of the trail, for commuting as well as recreation, and will help separate that discussion from the other traffic and parking issues that will be addressed in the transportation section.

The transportation analysis in the EIS will include an assessment of existing conditions and potential impacts of the project on pedestrian and vehicle traffic, circulation, and access to parking supply based on the level of demand generated by different types of events. The section will include analysis of pedestrian travel to and from parking locations, including safety crossing the railroad tracks and potential measures to maintain pedestrian safety in that environment.

Air quality was not mentioned in public scoping comments. Because the Southcenter Subarea Plan EIS (2014) identified potential air quality concerns at subarea intersections, the City has determined that air quality will remain as an element to be addressed in the EIS. Similarly, land use impacts were not specifically identified in scoping comments. While the project is consistent with the City's plans and policies for the Southcenter Subarea, because it is a significant new use a land use discussion will be included in the EIS analysis.

The final scope of analysis for the EIS will include an assessment of potential impacts and mitigation measures for the following elements of the environment: air quality; land use; height, bulk, scale, and aesthetics; recreation; and transportation.