



City of Seattle

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**Department of Planning and Development**  
D. M. Sugimura, Director

**CITY OF SEATTLE  
ANALYSIS AND DECISION OF THE DIRECTOR OF  
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

**DPD Application Numbers:** 3010411  
**Applicant Name:** Henry Friedman of Seattle Public Utilities  
**Address of Proposal:** 130 South Kenyon Street

**SUMMARY OF PROPOSED ACTION**

Land Use Approval to allow a new, two-story, 140,500 sq. ft. Utility, Solid Waste Management use (City of Seattle, South Transfer Station). Existing South Recycling and Disposal Station to remain (located south of proposed site). Review includes 58,000 cubic yards of grading. Parking for 84 vehicles will be provided on the site. Project includes approval of a Street Vacation Petition for 2<sup>nd</sup> Ave S and S Chicago St (City Clerk File 310784) and review of the project by Seattle's Design Commission. Environmental Determination of Non-Significance issued by Seattle Public Utilities.<sup>1</sup>

The following Land Use approvals are required:

- **SEPA – [Chapter 25.05](#)** – Seattle Municipal Code (substantive conditioning only)<sup>1</sup>
- **Conditional Use – [Chapter 23.50.014](#)** – Seattle Municipal Code

**SEPA DETERMINATION**     Exempt     DNS     MDNS     EIS  
 DNS with conditions  
 DNS with conditions involving non-exempt grading or demolition or involving another agency with jurisdiction.<sup>1</sup>

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<sup>1</sup> DNS published by SPU on 2/25/2009. SEPA addendum circulated June 16<sup>th</sup> 2009 by SPU.

## BACKGROUND

Seattle Public Utilities (SPU) is proposing to re-develop the South Recycling and Disposal Station (SRDS). SPU has determined that the existing facility, located just southeast of the subject proposal site, is subject to frequent breakdowns and no longer provides the necessary functions for the future of Seattle. The existing SRDS facility will remain open during the construction of the proposed new South Transfer Station (STS) facility. SPU will be applying for permits in the future to demolish the existing SRDS facility and construct a new recycle oriented facility on the existing SRDS site. Appropriate public notice will be provided upon submittal of an application to DPD.

## Public Comment

The DPD comment period for this proposal ended on June 9<sup>th</sup>, 2010. During the application 14-day comment period, DPD received no public comments for the project.

## Site and Vicinity

Figure 1: Site and Surrounding Area



Location of the proposal site is in the south end of Seattle between State Routes 509 and 99 (SR 509 and 99) with S Kenyon St abutting to the south and the S Holden Street off-ramp abutting to the north. The existing SRDS facility is located just southeast of the site across S Kenyon St. Currently, the proposal site is in the final phases of structure demolition and soil remediation as

reviewed under DPD MUP 3010466. The demolition and grading on the subject site, known as the north property and bus yard, is to remove contaminated soil on site and prepare the site for the future construction of a new STS facility.

The site's zoning designation is General Industrial 2 (IG2 U/65), which is the predominant zoning in the area and surrounding the site. Surrounding zoning changes to the southeast of the site to Industrial Buffer (IB U/45) transitioning to Single Family 5000 (SF 5000) and Lowrise 3 (L3). To the north and east, zoning is General Industrial 1 (IG1 U/65), which straddles both sides of the Duwamish Waterway. West of the site zoning changes from IG2 U/85 to IB U/85 across Interstate 5 and to the southwest is SF 7200 zoning.

### Proposal

SPU proposes an architecturally modern new two-story Utility – Solid Waste Transfer Use with an anticipated LEED GOLD rating with 84 parking spaces, including unloading stalls, not including collector truck storage.

Phase One – This phase would demolish the existing uses (nearly complete) and construct a new transfer station facility on the bus yard site and the subject of this decision.

Phase Two (future) – This phase would include opening the new STS on the bus yard site, redeveloping the existing SRDS site, constructing new recycling, reuse/retail, and house hold waste facilities on the existing SRDS site. Future applications regarding Phase II to DPD will require public notice and an appealable decision by DPD.

For the subject application all proposed vehicle access (commercial, self haulers and visitors) to the site are proposed to remain from S Kenyon St, with five access points proposed in order to separate commercially licensed users from other users for safety and functionality.

Landscaping for the project proposes the following: 123 on site trees, 23 street trees, 41,000 sq. ft. of ground cover and 110,000 of grass cover.

Seattle's Design Commission Reviewed, on four different occasions, regarding the structure design, site amenities (public facility) and providing recommendation to Seattle City Council on the proposed Street Vacation Petition (Design Commission Minutes - keyword "Transfer Station"). As part of the Street Vacation Petition conditions, the project includes a public pedestrian path along the eastern edge of the project site and street improvements along S Kenyon above requirements of the Land Use Code, as reviewed by Seattle Department of Transportation in compliance with the numerous conditions outlined in Street Vacation Petition approval under Clerk File 301784. The Petition was been approved on October 4<sup>th</sup> 2010 with a unanimous vote of 9-0 by City Council.

### **ANALYSIS - SEPA**

Environmental review is required pursuant to the Seattle State Environmental Policy Act (SEPA), [WAC 197-11](#), and Seattle's SEPA Ordinance ([Seattle Municipal Code Chapter 25.05](#)).

Disclosure of the potential impacts from this project is made in the environmental checklist submitted by the applicant dated February 18<sup>th</sup>, 2008 and an SPU issued SEPA Addendum dated May 28<sup>th</sup>, 2009 that includes a revised environmental checklist. DPD has analyzed the [environmental checklist](#), [addendum](#), submitted technical studies ([Noise](#), [Wetland](#), [Transportation](#), [Air Quality](#)) and reviewed the project plans and the supporting information in the file and referenced by SPU. As indicated in the information, this action may result limited impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant. A discussion of these impacts, short and long term, is warranted. DPD exercises its authority as a public agency under SEPA to condition the project as appropriate under SEPA mitigation policies considering the DNS and addendum issued by SPU.

### **Short - Term Impacts**

#### *Construction Impacts*

Proposed construction activities could result in the following adverse impacts: construction dust, emissions from construction machinery and vehicles, increased particulate levels during grading activities, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction workers' vehicles. Several constructions related impacts are mitigated by existing City codes and ordinances applicable to the project, such as: Noise Ordinance; Street Use Ordinance; Grading and Drainage Code; Noise Ordinance; Environmentally Critical Areas Ordinance; Land Use and Building Codes.

The Street Use Ordinance includes regulations that mitigate dust, mud, and circulation. Temporary closure of sidewalks and/or traffic lane(s) is adequately controlled with a street use permit through the Seattle Department of Transportation.

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

An impact not addressed in other City Code requirements is particulates introduced to the air and street system by site excavation/grading activities. Fugitive dust and dirt from these activities could have impacts on the adjacent businesses, properties and motorists in the area. SPU provided an analysis of likely air quality impacts by Enviroanalysis, LLC. Outlined in the report are measures to mitigate air quality impacts to the greatest extent possible using best available control technology as required by the Puget Sound Clean Air Agency (PSCAA). The air quality mitigation measures proposed by the study to be adopted as part of the project are as follows:

- Spraying water over the debris during demolition of buildings, as necessary to minimize dust.
- Keeping the soil damp during excavation and grading operations, as necessary to minimize dust.
- Providing paved or rip-rap exit aprons for haul trucks.
- Cleaning vehicle undercarriages and tires before they exit onto public streets.
- Covering truck loads of soil, or spraying them with water, to prevent wind-blown dust.

- Maintaining all construction machinery in good working order and operating equipment within load limits and engine RPM levels to minimize exhaust smoke.
- Sweeping adjacent streets whenever soil from excavation and grading is visible.
- If contaminated soil is excavated or otherwise generated, it must be handled according to state regulation to minimize the spread of contamination.

Considering the 58,000 cubic yards grading proposed in concert with the fact that trucks will be maneuvering near or on the site and in the area for a substantial amount of time during construction. SEPA conditioning is warranted to mitigate the impact of dust particulates in the air by imposing the techniques suggested by SPU and the submitted Air Quality report by Environalysis, LLC, as listed above.

### Construction Noise

Environalysis, LLC analyzed likely noise impacts from the proposal and found that likely impacts to the nearest residential use that may cause an increase in noise level by 1.4 decibels (dBA), which is not significant. Noise associated with the construction won't adversely affect surrounding uses in the area. The nearest residential uses are approximately 1,400 ft. away from the construction site to the east. Considering the distances to residential uses, the proximity to SRs 509 and 99 (existing noise generators) and that the site is located in an Industrial area DPD finds the Noise Ordinance ([SMC 25.08](#)) to be adequate to mitigate the potential noise impacts regarding allowable times for given construction activities. The proposal is required to comply with Seattle's Noise Ordinance requirements.

Further, Environalysis and SPU have agreed that certain practices would be employed to mitigate construction noise to the greatest extent possible:

- Maintain heavy equipment and mufflers in good condition.
- Buffer stationary generators or compressors (if used) with portable sound barriers.

Conditioning is warranted to ensure that these measures are imposed pursuant to SEPA construction impact policies, to ensure compliance with the proposed mitigation measures and to make the public aware of the practices agreed to be executed by SPU.

### Construction Vehicles

Existing City code (SMC [11.62](#)) requires haul truck activities to use arterial streets to every extent possible. Prior to construction approval SDOT will review and approve a haul route and traffic control plan for the project including: sidewalk closures, permitted maneuver times for haul trucks, approved haul routes, removal of street parking, traffic flaggers, construction fencing, pedestrian access and changed traffic signage. Parking for construction vehicles and worker parking will be located on site or at the existing SRDS site and there is also ample parking area around both sites. As a result no construction parking impacts are anticipated. As a result, no further SEPA conditioning is necessary to mitigate construction vehicle and parking impacts.

### Construction Traffic and Parking

A transportation impact analysis (TIA) was prepared for the project by Heffron Transportation Inc. dated 2/6/2008. This is a summary of anticipated construction traffic and parking. Grading and construction proposed during this phase will add contractor and construction trucks to the area. Although, due to the removal of the site's former bus yard use and the associated uses, it is

anticipated that approximately 1,000 daily trips with 223 occurring in the PM peak hour, will be removed from the area. Construction trips associated with the proposed grading and construction are expected to generate fewer trips than a no-project action condition. Parking for the contractors and construction trucks are expected to occur on site or at the SRDS facility. As a result, traffic and parking during the construction phase will be less frequent with the proposal as opposed to the bus yard use that lapsed approximately one year ago. As a result, no conditioning is warranted or necessary to mitigate construction traffic or construction parking impacts.

#### Long - Term Impacts

The following long-term or use-related impacts, increase in demand on public services and utilities; and increased energy consumption are not considered adverse; furthermore, other City Departments will review in detail the service requirements needed to meet the project impacts/demand.

#### Air Quality and Environmental Health

Operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in small increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively small contribution of greenhouse gas emissions from this project due to its function and nature.

#### Environmentally Critical Areas (ECA)

Four wetlands, one on and three off site were cited in the SEPA checklist and Addendum that are affected by the proposal. Site investigations and wetland classifications were conducted for these wetlands. Only one wetland received a classification that requires a buffer setback, the northern off-site wetland ponds, between SRs 509 and 99. This wetland was analyzed by SPU's wetland biologist and given a class III status under the City of Seattle and State method for wetland classification, which requires a 60' buffer. The right-of-way (S Holden St.) separating the ponds and the proposal site is approximately a distance of 100', so this wetland does not affect the proposal.

The onsite wetland is located in stormwater drainage ditches and by City of Seattle definition is not regulated as wetlands due to the fact that this ditch was created from a non-wetland site for stormwater conveyance. The U.S. Army Corps of Engineers issued a Nationwide Permit 18, allowing excavation and fill of the ditch as reviewed under the soil remediation MUP cited above.

No filling of off-site wetlands will occur with the updated construction activities proposed; as a result the proposal impacts to off-site wetlands would not be significant.

Liquefaction prone soils are mapped at the site as well as being located within 1000' of a known methane producing landfill (existing SRDS site). No SEPA policies affect this aspect of the proposal as the Building Code and ECA code adequately mitigate any impacts related to these ECAs for the project. DPD geotechnical review of the subject MUP and submitted Geotechnical Report (by URS Corp dated 6/25/2010) will provide sufficient mitigation for impacts to the liquefaction and methane buffer impacts in accordance with the ECA, building and grading codes.

As a result, the proposal is compliant with the ECA ordinance, SMC 25.09, no SEPA conditioning is required.

Parking

As cited in the TIA, STS worker parking is anticipated to have a demand of approximately 35 spaces on the subject site. The proposal provides 48 stalls surface stalls for worker and visitor parking directly accessible and visible from S Kenyon St. The remaining stalls (36) are located within the facility for users of the site located in the tipping area. The Land Use Code requirement for the proposal is 70 stalls and the development provides 84 spaces, not including the collection truck storage area that provides area for the storage of 26 (14 large and 12 small) trucks. Parking impacts are not anticipated for the finished development, SEPA policies for parking are satisfied, and no mitigation is necessary.

Traffic and Transportation

The TIA was conducted for two scenarios, a 2012 no project action model and 2012 cumulative impacts (with the proposed STS and existing SRDS in operation and the North Recycling and Disposal Station (NRDS) closed for redevelopment and assumes all trips will be diverted to the STS). Further, A 2012 cumulative analysis shows an increase of daily trips of 1,378 to the proposed STS and SRDS; During PM peak hour (3:00 – 4:00), an increase of 143 trips are anticipated. These figures include the existing traffic for the existing bus yard which has since vacated the property.

In sum, these figures represent a worst case scenario, assuming the closure of the NRDS; all former NRDS users would come to the STS rather than other private transfer station options and still includes the traffic from the bus yard that has since vacated the site.

Removal of the bus yard trips from the analysis shows 328 additional daily trips and 80 less trips during PM peak hours.

As a result, two determinations were made by the TIA. 1.) Since traffic volumes are anticipated to be less in the 2030 scenario with the proposed action, no transportation mitigation would be needed to accommodate the proposed project. 2.) The 2012 cumulative condition is not anticipated to have adverse transportation impacts.

Queuing of STS user vehicles on to S Kenyon St was a concern during review, the proponent provided further study that showed that in 2050 under normal peak season operations, no queuing is anticipated (URS Queuing Analysis Report – 6/25/2010).

The TIA and queuing analysis were reviewed by DPD's traffic and parking expert and it was determined that the assumptions and methodology used for the reports are sound. The project as proposed and analyzed will not have an adverse impact to the area, as a result, no conditioning or mitigation is necessary for the construction of the new STS as analyzed above and in the related TIA and Queuing Analysis reports.

Historic Preservation

Cited in the SEPA checklists, native people used the Duwamish River valley as indicated by ethnographically recorded geographic locations. Numerous locations were within ½ mile of the project and one village within 1 mile. As a result of this information, conditioning is warranted per City of Seattle [Director's Rule 2-98](#) to require any city or contracted employee should be made aware of what cultural resources might be encountered pursuant to [Director's Rule 2-98](#) as well as if resources of potential archaeological significance are encountered during construction or excavation of non-fill areas.

Summary

In conclusion, adverse effects on the environment resulting from the proposal are anticipated to be non-significant. Meeting the conditions analyzed above and stated below, the project will be compliant with SEPA policies.

Existing codes and development regulations applicable to this proposed project will provide sufficient mitigation for some impacts. For the impacts cited above, conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy ([SMC 25.05.665](#)).

**ANALYSIS – CONDITIONAL USE**

A. *Criteria For All Conditional Uses. All conditional uses shall be subject to the procedures set forth in Chapter 23.76, Procedures for Master Use Permits and Council Land Use Decisions, and shall meet the following criteria:*

1. *The use shall be determined not to be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.*

The proposed Solid Waste Transfer Station use on the site is within Level of Service (Traffic Operation) requirements. The proposed structure and landscape design will provide a beneficial and visually pleasing transfer station and a necessary function to the City. The modern station will provide a completely enclosed structure with current systems: a daily fine misting of the tipping floor and an odor neutralizing ventilation system to minimize odors and vehicle emissions to the extent possible. The current SRDS is an open structure with no misting provided; the proposed transfer station will be an improvement over the existing facility with regards to aesthetics (landscaping/architecture), odor, an expedited entrance process, education opportunities and future needs as the City of Seattle moves towards a zero waste goal. The proposed use will not be materially detrimental to the public welfare or injurious to the property in the zone or vicinity, criterion is satisfied.

2. *The benefits to the public that would be provided by the use shall outweigh the negative impacts of the use.*

Transfer stations continue to be a necessity to the City of Seattle, its residents and commercial construction businesses. With the project providing all the amenities and features cited above and in this decision the benefits to the public provided by the use greatly outweigh the negative effects of construction impacts for the short term and possibly increased traffic while the NRDS is redeveloped. As a result, the proposal is compliant with this criterion.

3. *Landscaping and screening, vehicular access controls and other measures shall insure the compatibility of the use with the surrounding area and mitigate adverse impacts.*

With proposed landscape plan: 123 on site trees, 23 street trees, 41,000 sq. ft. of ground cover and 110,000 of grass cover, landscaping for the site is far beyond code requirements and will create a visually pleasing site and campus compared to other sites in the vicinity. The location of the site, between two state highways (99/509) and industrial zoning on all sides, the proposed use is properly located considering it's inherently vehicle driven use. The site currently takes access from S Kenyon St only and this is proposed to be continued. Future sites users are divided by access

point to further separate commercial and self haul users to better define boundaries on and off site. Considering that the subject site was home to First Student's bus base for the Seattle School district, the introduction of large trucks to the site is not new to the area or site. The warehouse users located south have navigated with the bus base use with nearly identical access points. As a result, there is no reason to believe the proposed use will not be compatible with the surrounding area. Traffic impacts have been determined to not adversely affect the surrounding area as analyzed above in the SEPA analysis.

As stated, south of the site across S Kenyon St, large warehouse uses and operations exist that also use large and small trucks to manage inventory as well as commercial and residential visitors.

As a result the landscaping, vehicle access points and proposed design of the structure are appropriate and the proposal as designed is compliant with this criterion.

4. *The conditional use shall be denied if it is determined that the negative impacts cannot be mitigated satisfactorily. However, adverse negative impacts may be mitigated by imposing requirements or conditions deemed necessary for the protection of other properties in the zone or vicinity and the public interest.*

The proposal is absent of adverse impacts and with conditioning as proposed by the proponent's technical studies and other requirements by City Council as part of the Street Vacation Petition request, the proposal is compliant with this criterion.

5. *In areas covered by Council-adopted Neighborhood Plans which were adopted after 1983, uses shall be consistent with the recommendations of the plans.*

The site is located in the Greater Duwamish/Manufacturing Industrial Center of which a Neighborhood Plan is provided for in Seattle's Comprehensive Plan.

Following are the applicable policies to the proposal and the Department's analysis of each:

***GD-G2 Public infrastructure adequate to serve business operations in the Duwamish Manufacturing/Industrial Center is provided.***

Constructing this facility will serve business operations in the DMIC, South Seattle and beyond for many years. The proposal is compliant with this policy.

***GD-G3 Land in the Duwamish Manufacturing/ Industrial Center is maintained for industrial uses including the manufacture, assembly, storage, repair, distribution, research about or development of tangible materials and advanced technologies; as well as transportation, utilities and commercial fishing activities.***

This property was purchased by the SPU in 2003 and is being maintained and used for the proposed utility use for many years, the proposal is compliant with this policy.

***GD-G7 The City and other government bodies recognize the limited industrial land resource and the high demand for that resource by private industrial businesses within the Duwamish Manufacturing/ Industrial Center when considering the siting of public uses there.***

The siting of this facility was the result of years of study and appropriation by SPU. The site and adjacent location of the existing SRDS paired with its location between two highways (99/509) make it a desired location for access and cost reasons in contrast to a total relocation of the SRDS. Further, this public use is highly compatible and supportive of private industrial and manufacturing uses in south Seattle. The nature of the use supports all users, commercial, industrial and home-owners in the area. While the proposal may not save the land for private users, the proposed use will provide a necessary support to the existing and future private uses in all of South Seattle.

*GD-G9 A high level of general mobility and access is attained within the Duwamish Manufacturing/Industrial Center.*

Existing mobility is not limited or compromised with the proposal, but rather bolsters the mobility patterns and established truck routes using the adjacent highways. Further, the proposal is providing a level of street improvement to north side of S Kenyon St (sidewalk, street trees, landscaping) together with a public path through the site along SR 99 that improves mobility and access for and through the site. The proposal is compliant with this policy.

*GD-G17 The network of utilities is sufficient to meet the needs of businesses in the area.*

The proposed use is characterized as a Utility Use per the Land Use Code and as stated the proposal will serve many if not all businesses in South Seattle in at some time through its life-cycle. Future waste and recycling needs for businesses in the area are a reality for the foreseeable future. This policy is met with the proposal.

*B. Administrative Conditional Uses. The following uses, identified as administrative conditional uses in Table A, may be permitted by the Director when the provisions of this subsection and subsection A of this section are met.*

*7. Solid waste transfer stations may be permitted as a conditional use in General Industrial 1 (IG1), General Industrial 2 (IG2) and Industrial Commercial (IC) zones according to the following criteria:*

*a. Measures to minimize potential odor emissions and airborne pollutants shall be determined in consultation with the Puget Sound Clean Air Agency (PSCAA). These measures shall be incorporated into the design and operation of the facility;*

PSCAA has commented on the application and does not consider the proposed use an Air Pollution Source and does not require a permit (Notice of Construction Application) or have additional requirements based on the project as designed. Therefore, this criterion is satisfied.

*b. Measures to maximize control of rodents, birds and other vectors shall be determined in consultation with the Seattle/King County Department of Public Health. These measures shall be incorporated into the design and operation of the facility;*

KCDPH has reviewed an initial application by SPU for the project and provided comments (dated 10.12.2010 by Edward Davis of KCDPH). KCDPH has no objections to proceeding with the project provided the comments are addressed. It is appropriate to condition that gain final approval of the plan and obtain an Operating Permit from KCDPH per State requirements. This shall be executed prior to final certificate of occupancy for the transfer station. With conditioning, this criterion is satisfied.

- c. *The Director may require a transportation plan. The Director shall determine the level of detail to be disclosed in the plan such as estimated trip generation, access routes and surrounding area traffic counts, based on the probable impacts and/or scale of the proposed facility; and*

A TIA was conducted by Heffron Transportation Inc. and determined that the proposed project offers no adverse transportation in the 2012 cumulative condition and traffic volumes are anticipated to be less in the 2030 projections, so no transportation mitigation is need for the proposed project.

Further, the proponent provided further queuing study that showed that in 2050 under normal peak season operations, no queuing is anticipated (URS Queuing Analysis Report – 6/25/2010).

DPD's traffic and parking expert reviewed the TIA and queuing analysis with the determination that the assumptions and methodology used for the report are appropriate. The project as proposed and analyzed will not have an adverse impact to the area, as a result, no conditioning or mitigation is necessary for the approval of the new STS as analyzed above and in the related TIA and Queuing Analysis Reports.

- d. *Measures to minimize other impacts are incorporated into the design and operation of the facility.*

Construction of the STS will have short-term limited impacts during construction that are not permanent and not significant as analyzed above in SEPA short term impacts.

LEED Gold is a goal of the project as this is a City Facility; LEED is point rating system for development that measures a proposal's impact on the environment through various categories such as Climate Change (carbon emissions), indoor air quality, resource depletion, human health, water intake and habitat alteration among others. Meeting LEED Gold will assist in minimizing the impacts cited in this criterion.

Further, the following applicable SPU-self and City Council imposed public benefits, under purview and conditions of the approved Street Vacation Petition, are required to be executed (not a comprehensive list):

- Minimize garage truck traffic: SPU will prohibit haulers in garbage trucks under contract with SPU from using non-arterial streets unless they are collecting on those streets.
- Litter patrols: SPU will provide weekly foot patrols in areas to be indentified and weekly drive-by patrols in areas to be indentified to clean up litter and illegal dumping. Monthly sweeping routes will also be identified.
- SPU will pursue the development of a business alliance to link the facility to material reuse opportunities and supports local businesses and encourages commerce around the facility to the extent that this is consistent with SPU's core mission.
- Design of the perimeter is to be in such a way to discourage the opportunities for illegal dumping on the site. Fencing, access controls, pathways and landscaping may be used.

Execution of these requirements is under the purview and regulation of the Street Vacation Petition and therefore do not require duplicative conditioning by DPD. With these conditions, the proposed SEPA conditions, and meeting best management practices for construction sites to control construction related impacts, the proposal has been designed to operate to minimize impacts to the surrounding area, therefore this criterion is satisfied.

## **DECISION - SEPA**

*DPD conditionally approves SPU's DNS.* This decision was made after review by the DPD official for the lead agency (SPU) based on a completed environmental checklist, addendum, plans and other information submitted to DPD for review. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C).

### *Grading Code (code requirement)*

Prior to issuance of a grading permit associated with the pre-load fill of the site, the applicant shall provide to DPD a document from King County with an evaluation of the proposed grading, and confirmation that the 96-inch sanitary force main will not be adversely affected by the anticipated settlement.

## **DECISION – CONDITIONAL USE**

*DPD conditionally approves the Conditional Use proposed by SPU.*

## **CONDITIONS - SEPA**

### *Prior to Issuance of Grading or Building Permits*

1. The owner and/or responsible parties shall provide DPD with a statement that the contract documents for their general, excavation, and other subcontractors will include reference to regulations regarding archaeological resources (Chapters 27.34, 26.53, 27.44, 79.01, and 79.90 RCW, and Chapter 25.48 WAC as applicable) and that construction crews will be required to comply with those regulations.

### *During Construction*

The following conditions to be enforced during construction shall be posted at each street abutting the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions shall be affixed to placards prepared by DPD. The placards will be issued along with the demolition, building or grading permit plan sets. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

2. Spraying water over the debris during demolition of buildings, as necessary to minimize dust.
3. Keeping the soil damp during excavation and grading operations, as necessary to minimize dust.
4. Providing paved or rip-rap exit aprons for haul trucks.
5. Cleaning construction vehicle undercarriages and tires before they exit onto public streets.
6. Covering truck loads of soil, or spraying them with water, to prevent wind-blown dust.
7. Maintaining all construction machinery in good working order and operating equipment within load limits and engine RPM levels to minimize exhaust smoke.

8. Buffer stationary generators or compressors (if used) with portable sound barriers.
9. Sweeping adjacent streets whenever soil from excavation and grading is visible.
10. If soil stockpile staging areas are required outside the cleanup areas, they would be bermed and lined with plastic sheeting to prevent impacts to existing ground surfaces. The stockpiles would be covered, if necessary, to prevent erosion and sedimentation from storm water runoff.
11. A temporary decontamination station or truck wash would be installed, as necessary, at each work area onsite.
12. If resources of potential archaeological significance are encountered during construction or excavation, the owner and/or responsible parties shall:
  - Stop work immediately and notify DPD (Lucas DeHerrera 206.615.0724) and the Washington State Archaeologist at the State Office of Archaeology and Historic Preservation (OAHP). The procedures outlined in Appendix A of Director's Rule 2-98 for assessment and/or protection of potentially significant archeological resources shall be followed.
  - Abide by all regulations pertaining to discovery and excavation of archaeological resources, including but not limited to Chapters 27.34, 27.53, 27.44, 79.01 and 79.90 RCW and Chapter 25.48 WAC, as applicable, or their successors.

**CONDITIONS – CONDITIONAL USE**

*Prior to Certificate of Occupancy*

13. SPU shall provide documentation to DPD that KCDPH has approved the proposal and obtained the required State Operating Permit.

Signature: \_\_\_\_\_ (signature on file)  
Lucas DeHerrera, Senior Land Use Planner  
Department of Planning and Development

Date: November 1, 2010