



City of Seattle

**Department of Planning and Development**

D. M. Sugimura, Director

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

**DPD Application Numbers:** 3010466 and 3010467  
**Applicant Name:** Chris Woelfel for Seattle Public Utilities  
**Address of Proposal:** 130 South Kenyon Street

**SUMMARY OF PROPOSED ACTION**

Land Use Approval to allow the demolition of three (3) buildings totaling 20,000 sq. ft., grading to remove 27,000 cu. yds. of contaminated soil and back fill with 27,000 cu. yds. of clean soil in an Environmentally Critical Area (liquefaction zone) at the City of Seattle, South Recycling and Disposal Station (transfer station). Work includes removal of a 12,000 gallon diesel underground storage tank, excavation and fill of an existing drainage ditch, and realignment of a subsurface storm drain pipe. Determination of Non-Significance issued by Seattle Public Utilities.<sup>1</sup>

The following Land Use approval is required:

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

**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>

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

## BACKGROUND

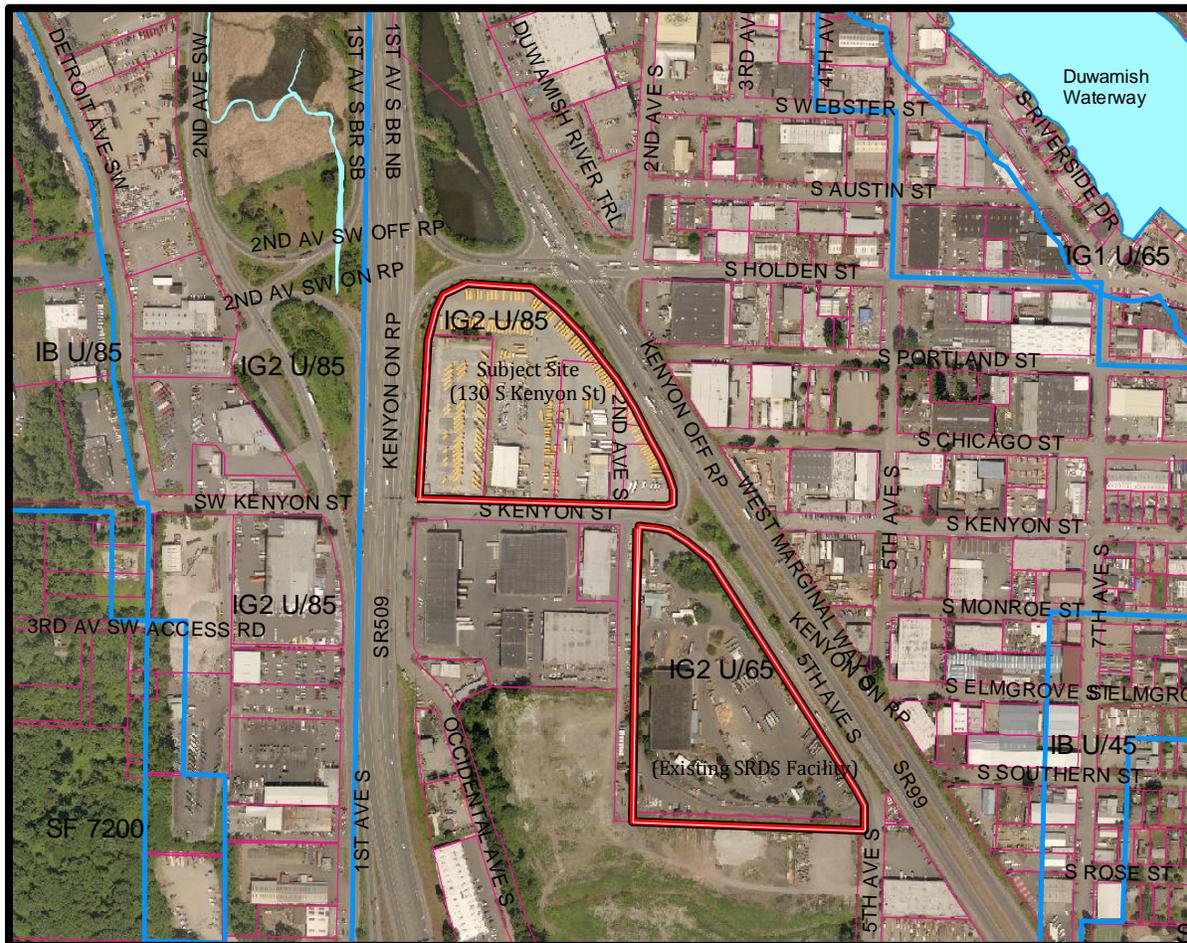
Seattle Public Utilities (SPU) is proposing to re-develop the South Recycling and Disposal Station (SRDS). SPU has determined that the existing facility no longer provides the necessary functions for the future of Seattle and is subject to frequent breakdowns. Proposed demolition and grading on the subject 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 facility. The existing SRDS facility, located just south of the site, will remain open during the proposed action. At a later date, SPU will be applying for permits to demolish the existing facility and construct a new facility on the subject site (bus yard). Appropriate public notice will be provided upon submittal to DPD.

## Public Comment

The DPD comment period for this proposal ended on October 14<sup>th</sup>, 2009. During the public comment period, DPD received no public comments related to the proposed 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 development on the site includes three one-story structures which provide office and maintenance shops that support the school bus parking, fueling and maintenance activities. A motor coach company also bases buses on the site.

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 demolition of three structures totaling 20,000 sq. ft. and excavation and removal of approximately 27,000 cubic yards of contaminated soil and backfilled with clean imported soil to the same grade. Removal of the contaminated soils is to prepare the site for the future SRDS facility. Removal of an existing 12,000 gallon diesel underground storage tank and excavation and fill of an existing drainage ditch and realignment of a subsurface storm drain pipe are a part of the proposed action.

Currently SPU is finalizing a Request for Proposals (RFP) process to construct the new facility. Future permitting will include a new SRDS facility on the north property, demolition of the existing SRDS and replacement with administrative offices, a reuse store, new household hazardous waste facility, new self-haul recycling facilities, and other utility facilities on the existing SRDS site (south property). SPU maintains a website for the project which provides historical background, project updates, outlines SPU's design process, the completed studies/reports for the project as well as SPU's DNS, Checklist and Addendum.

[http://www.seattle.gov/util/About\\_SPU/Garbage\\_System/Plans/SolidWasteFacilityUpdate/SouthRecyclingDisposalStation/index.htm](http://www.seattle.gov/util/About_SPU/Garbage_System/Plans/SolidWasteFacilityUpdate/SouthRecyclingDisposalStation/index.htm)

A Phase I Environmental Site Assessment (ESA) prepared for the original SEPA Checklist identified the presents of contaminated soil and ground water at the site. As a result, SPU prepared a Cleanup Action Plan (CAP) in accordance with the Model Toxics Control Act (MTCA) as specified in WAC 173-340; the [CAP](#) is located in DPD's MUP file. Three distinct areas of contamination were identified: The First Student fuel station site (area 1) and the Starline maintenance shop (area 2) both located in the eastern portion of the site. Area 3, a former wrecking yard, is located in the western portion of the site. Other localized smaller areas of contamination were indetified in the eastern portion of the site.

Construction access is proposed to and from S Kenyon St and wheel washing facilities will be provided for vehicles leaving the site (see SEPA conditioning at the end of the document).

### **ANALYSIS - SEPA**

Environmental review resulting in a Threshold Determination 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](#), [CAP](#), [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 some in adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant with conditioning. A discussion of these impacts, short and long term, is warranted.

## **Short - Term Impacts**

### *Construction Impacts*

Proposed construction activities include grading, building demolition, drainage pipe realignment, removal of an underground fuel tank, and pavement/asphalt removal. The activities could result in the following impacts: construction dust, emissions from construction machinery and vehicles, increased particulate levels, 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 construction 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 dirt/dust created by excavation and building demolition. 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 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 27,000 cubic yards grading and fill 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 the submitted report by Environalysis, LLC, 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 demolition and excavation 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.

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 these self imposed measures and to make the public aware of the practices agreed to 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

Demolition and grading proposed during this phase will add contractor and construction trucks to the area. Although, due to the removal of the bus yard and the associated use, 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 demolition, excavation and fill are expected to generate fewer trips than a no-project action condition. As a result, traffic during construction will be less frequent with the proposal. As a result, no conditioning is warranted or necessary to mitigate construction traffic impacts.

### Long - Term Impacts

The following long-term or use-related impacts, slight 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. Additional land use and parking/traffic impacts which may result in the long-term are analyzed below.

### 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.

As indicated in the Addendum provided to DPD, a CAP has been prepared by AMEC Earth & Environment, Inc. in accordance with Model Toxics Control Act (MTCA) Cleanup Regulations Chapter 173-340 of the Washington Administrative Codes (WAC).

Results from the Remedial Investigation conducted during 2008 indicate that Site soil is contaminated with Chemicals of Concern (COCs) gasoline, diesel, and oil range hydrocarbons; methyl tertbutyl ether (MTBE); benzene; total xylenes; methylene chloride; naphthalene; benzo(a)pyrene; carcinogenic polycyclic aromatic hydrocarbons (cPAHs); arsenic; cadmium; chromium; and lead.

Contaminated soils will be excavated and disposed off site at an approved landfill reception site. The plan also includes provisions to monitor levels of contamination after remediation is complete. Two additional measures were identified in the CAP as part of the clean up:

- 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 stormwater runoff.
- A temporary decontamination station or truck wash would be installed, as necessary, at each work area onsite.

Conditioning is warranted to ensure that these two measures are imposed pursuant to SEPA Environmental Health policies, to ensure compliance with these self imposed measures and to make the public aware of the practices agreed to by SPU.

As a result of the voluntarily submitted CAP and the two mitigation measures above, no further mitigation is necessary pursuant to SEPA policies.

### Environmentally Critical Areas (ECA)

Four wetlands, one on and three off site, were cited in the SEPA checklist and Addendum that would have an effect on 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. Since the right-of-way (S Holden St.) separating the ponds and the proposal site is approximately a distance of 100', 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.

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. During grading/building permit review, DPD will require mitigation measures for the liquefaction and methane buffer impacts in accordance with the building and grading codes.

The geotechnical review approval is dependent upon the resolution of the two following outstanding correction items to be executed during the building permit application review, which are *code requirements*:

- Shoring appears to be needed along the west and south property lines adjacent to the proposed excavation of Area 3. This is due to the proposed dredge excavation below the groundwater level and expected failure of submerged, low-strength soils into the excavation. This is particularly notable given that the excavation contour lines show that the 1.5H:1V (horizontal to vertical) maximum cut inclination required by the geotechnical engineering report is exceeded in the southwest corner of the excavation. Please have the geotechnical engineer address this issue directly in writing.
- Page 12 of the AMEC report states the following regarding minimum embedment depths for piles: "All sheet piles or soldier piles should have sufficient embedment below the final excavation level to provide adequate "kick-out" resistance to horizontal loads. We recommend a minimum embedment of 10 ft below the excavation base, of 5 ft below any excavations located within about 15 horizontal ft of the pile, whichever is greater. However, deeper embedments might be needed to develop adequate vertical capacity or passive resistance at specific locations." Please include a note to this extent on plans.

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

### *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.

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 and additional conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy ([SMC 25.05.665](#)).

**DECISION - SEPA**

SEPA conditioning of SPU's DNS 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), including the requirement to inform the public of agency decisions pursuant to SEPA.

**CONDITIONS - SEPA**

Prior to Issuance of the 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 stormwater 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.

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

Date: March 1, 2010

LJD:lc

I:\Deherrl\doc\SPU\SPU.Projects.Review.MUPs\SPU-South.Transfer.Station.General.Reference\3010466 - Bus.Yard.Clean-up.SEPA.Conditioning\3010466.3010467.SEPA.Bus.Yard.Clean-up.SPU.docx