



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 Number: 3011246
Applicant Name: Arnel Valmonte of Seattle Public Utilities
Address of Proposal: 10000 Airport Way NE

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a new public facility (storm-water treatment facility) consisting of a 214,300 cubic feet capacity above grade open storm-water treatment volume. Project includes 27,000 cubic yards of grading (26,700 cut and 300 fill). Determination of Non-Significance issued by Seattle Public Utilities ¹.

The following approval is required:

SEPA – [Chapter 25.05](#) Seattle Municipal Code (substantive conditioning only)¹

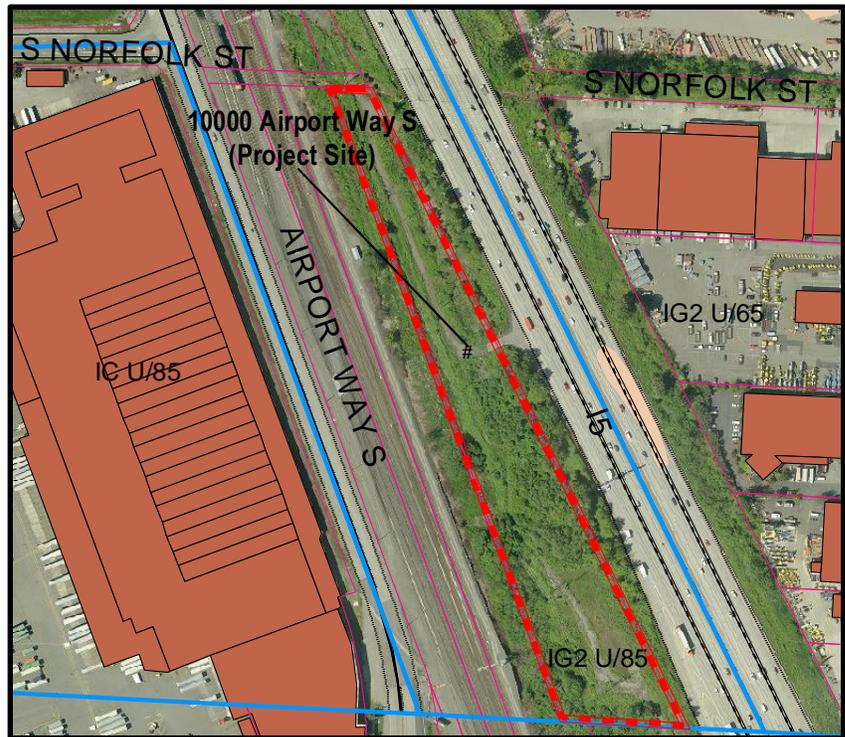
SEPA DETERMINATION Exempt DNS MDNS EIS
 DNS with conditions
 DNS with conditions involving non-exempt grading or demolition or involving another agency with jurisdiction. ¹

BACKGROUND, SITE AND PROPOSAL

SPU proposes an above grade open water quality facility in the Norfolk Martin Luther King Way sub basin to reduce pollutant loading to the lower Duwamish Waterway WRIA 9. The site is located along the southern border of Seattle with the City of Burien abutting to the South and is between Airport Way S and I5 on existing City of Seattle owned property. SPU has documented degraded water quality in this sub basin and the reason for the project. Mitigation is built into the project scope for impacts to non-City regulated wetlands. Both onsite and offsite mitigation is proposed in accordance with the Army Corps of Engineers Nationwide Permit 43, which reviewed and authorized the proposal with special conditions.

¹ DNS published by SPU on 6/8/2010.

The 2 cell deep water quality treatment pond is proposed to be approximately 8 – 9 feet deep and would capture total suspended solids (TSS), reducing total pollutant loading to the Duwamish Waterway. Storm water flows from the Norfolk-MLK Way sub basin would enter the first cell of the treatment pond through the existing parallel culverts under I5. Runoff from a WSDOT wet pond to the north would enter the treatment pond through an existing pipe. Low flow events would continue to be conveyed through the second cell of the treatment pond and the proposed constructed wetland. Water would then flow to Wetland A,



located to the west, through a 36-inch diameter discharge pipe. High flows would enter a bypass pipeline between the first and second treatment cell would discharge to Wetland A.

The northern cell of the two-celled pond would be used to trap the majority of the sediment load and therefore would be the focus of sediment removal maintenance activity. An existing 15' wide maintenance access road at the north end of the site would be extended for sediment management activities. Six to seven utility poles would be moved. The existing 15' wide access road down to the center of the site would be relocated to a new 16' wide maintenance access road constructed as part of the western pond embankment.

As the site is within 10,000 feet of the King County Airport, bird exclusion wires would be installed across the open water area approximately every 20' to repel waterfowl from the proposed ponds.

On-site mitigation for the federally regulated wetland would occur both on and off-site. On-site mitigation would include the construction of a .36 acre constructed wetland, located south of the water quality treatment pond cells. Off-site mitigation would be provided by enhancing 3.5 acres of freshwater wetlands and 4.3 acres of wetland buffer and upland habitat in the Puget Creek Natural Area. This 7.85 acre property owned by Seattle Parks Department is located approximately 4.5 miles northwest of the project site. It contains headwater forested wetland associated with Puget Creek, a Duwamish River tributary. Puget Creek Natural Area is located between 18th and 21st Avenues SW, and between SW Brandon and SW Juneau Avenues.

Public Comment

The DPD comment period for this proposal ended on August 8th, 2010. During the public comment period, DPD received no public comments related to the project.

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 April 7th, 2010. DPD has analyzed the environmental checklist, 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 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.

Short - Term Impacts

Construction Impacts

Construction activities (grading) for the project could result in the following adverse 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 Code and Building Code. Following is an analysis of the applicable SEPA policies.

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 Washington State and Seattle Departments 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 issue not addressed in other city code requirements is dirt/dust created by excavation materials onto the adjacent street system. Considering the 27,000 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 time during construction. SEPA conditioning is warranted to mitigate the impact of dust particulates in the air: Repeated wetting of the soils during grading activities and in uncovered trucks to keep dirt and dust impacts to a minimum and in the surrounding street system by requiring wheel washing facilities for trucks leaving the site (conditions #2 and #3).

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy ([Section 25.05.675 SMC](#)).

Construction Vehicles

Existing City code (SMC [11.62](#)) requires truck activities to use arterial streets within the City to every extent possible. Prior to construction approval WSDOT will review and approve, as required by WSDOT General Permit NWK-0904-SEA) a project specific traffic control plan for the proposed project, no conditioning is necessary from DPD.

City code (SMC [11.74](#)) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of “freeboard” (area from level of material to the top of the truck container) be provided in loaded uncovered trucks, which minimizes the amount of spilled material and dust from the truck bed en route to or from a site.

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.

Environmentally Critical Areas (ECA)

Contained in the development area are two mapped ECAs: Wetland and Liquefaction. SPU prepared a geotechnical study for the proposed project. The report was reviewed and approved by DPD Geotechnical staff. Further review for any updated project changes may be required and reviewed by DPD at the grading permit review stage. DPD sees no issues at this time with geotechnical feasibility of the proposed development.

SPU prepared, analyzed and granted, as a City Agency with deference, an ECA exemption from the ECA regulations pursuant to SMC 25.09.045-A.3.b. A copy of the Wetland Exemption Analysis Report is located in the DPD MUP file.

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.

Historic Preservation

As cited in the SEPA checklist, literary and ethnographic reviews, there are no indications that native people or sites existed in the vicinity of the proposal. Although, the Seattle Corp of Engineers has required/conditioned that the applicant implement the “Archaeological Monitoring Plan and Inadvertent Discovery Plan for the Norfolk Water Quality Treatment Site....” This plan does include requirements/conditioning similar to DPD for sites that contain historical resources; As a result, no conditioning is necessary or required for Historic Preservation.

Summary

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

Existing codes and development regulations applicable to this proposed project will provide sufficient mitigation and no further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy ([SMC 25.05.665](#)).

DECISION – SEPA CONDITIONING

This review was made after review by the responsible official for the lead agency (SPU) of the completed environmental checklist and DNS. This constitutes the exercised authority of DPD to review SPU's DNS for substantive conditioning authority pursuant to SEPA Policies.

CONDITIONS - SEPA

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 building/grading permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

1. During grading activities, watering of the site and uncovered materials in trucks shall be required to reduce construction dust.
2. Construction vehicles leaving the construction site shall make provisions to wash vehicle tires, wheels and exteriors in order to prevent spillover of particulates into the adjacent rights of way.

Signature: _____ (signature on file) Date: September 16, 2010
Lucas DeHerrera, Senior Land Use Planner
Department of Planning and Development

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