



City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

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

Application Numbers: 3015086, 3015508, and 3015509
Applicant Name: Jenny Bailey for Seattle Public Utilities
Address of Proposal: 1350 N 34th St, 1550 N 34th St, and 3500 Carr Pl N

SUMMARY OF PROPOSED ACTION

3015086 – 1350 N 34th St:

Land Use Application to allow a two-story, 185,000 sq. ft. solid waste transfer station in an environmentally critical area (City of Seattle). Surface parking for 21 vehicles will be provided. Existing structure to be demolished. Review includes 49,000 cubic yards of grading. A street vacation of Carr Pl N between N 34th St and N 35th St has been approved under City Clerk File 3125335. Environmental Determination of Non-Significance issued by Seattle Public Utilities.

3015508 – 1550 N 34th St:

Land Use Application to allow 30,000 sq. ft. solid waste recycling and reuse Station (City of Seattle). Review includes 18,000 cu. yds. of grading and pending street vacation of Carr Pl N between N 34th St and N 35th St. Surface parking for 7 vehicles will be provided. Existing structure to be demolished. Environmental Determination of Non-Significance issued by Seattle Public Utilities.

3015509 – 3500 Carr Pl N:

Land Use Application to allow change of use from 13,680 sq. ft. of parking (46 spaces) to public park (Carr Place Park). No parking proposed. Review includes 1,000 cu. yds of grading. Environmental Determination of Non-Significance issued by Seattle Public Utilities.

The following Land Use approvals are required:

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

¹ DNS published by SPU on April 17, 2008.

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

PROPOSED PROJECT

The proposed project would include demolishing the existing structures on both the existing North Recycling and Disposal Station (NRDS) property and the property located at 1550 North 34th Street, and building a transfer station, recycling facilities, employee facilities, office, parking, and other associated utility facilities on the same parcels. The project would include the existing NRDS property, the Carr Place North right-of-way between North 34th Street and North 35th Street, and the property located at 1550 North 34th Street. The parking lot north of North 35th Street between Carr Place North and Woodlawn Avenue North would continue to be used for parking.

The new transfer building would be located on the existing NRDS property. The building would be fully enclosed except for vehicle entrances on the sides. The building height and development setbacks would be consistent with applicable zoning requirements. The site would also contain a small fueling station for onsite equipment. Carr Place North between North 34th Street and North 35th Street would be vacated and incorporated into the site. The 1550 North 34th Street parcel would be used for a recycling drop-off area with recycling bins and an office, employee facilities, a meeting room, and other utility functions. An existing parking lot north of North 35th Street between Carr Place North and Woodlawn Avenue North would be used for vehicle parking. Proposed construction would adhere to applicable regulations and construction practices to reduce air and odor emissions and noise. In addition, SPU would implement certain design standards and operational practices to minimize air and odor emissions and noise. SPU would also implement certain design standards and/or operational practices to reduce the facility's aesthetics impacts.

Primary access would be located off of North 34th Street. A secondary access for transfer trailers would be located off of North 35th Street. SPU would require a queuing analysis in conjunction with project design. The design standard would specify that vehicle queues from the NRDS site would not block traffic on adjacent roadways 95 percent of the time on the average day of the projected peak traffic month in 2030. In addition, certain other design standards and/or operational practices would be implemented by SPU to minimize impacts on traffic in the immediate vicinity of the project.

Proposed timing or schedule (including phasing):

The project site consists of four properties. The west property is the existing 4.27-acre North Recycling and Disposal Station (NRDS) located at 1350 North 34th Street. The second property is to the east of the NRDS is a 0.94-acre property, located at 1550 North 34th Street (the 1550 building site). The third property is the road (Carr Place North) between the existing station and the property to the east. The fourth property is located to the northeast of the existing station is a 0.31-acre parking lot at the northwest corner of the North 35th Street and Woodlawn Avenue North intersection.

The project is expected to be constructed in three stages: demolition, site preparation, and building construction. The project is expected to last 20 to 28 months. During that period, transfer operations would shift to the South Recycling and Disposal Station (SRDS). Construction staging would occur on

the NRDS project site. Demolition would require approximately 2 to 4 months. During demolition, all onsite structures and non-reusable materials would be removed, and debris would be hauled off site to a suitable demolition disposal or recycling site. Site preparation would require approximately 6 months. During site preparation, the site topography would be adjusted to meet new site requirements. Any excavated material either would be used on site to prepare the grade, or hauled off site. During site preparation, utility lines also would be installed. Building construction is expected to require about 12 to 18 months; however, building construction may take longer due to weather and other types of delays. During that period, driveway and exterior work areas would be paved and building foundations and superstructure would be constructed. Before the upgraded facility starts operating, final inspection and testing of all equipment and procedures would take place.

Construction of the new NRDS would be coordinated with the rebuilding of the South Recycling and Disposal Station (SRDS) to avoid any interruption in service. During construction of the NRDS, solid waste, recyclables, yardwaste, and other materials that would normally be handled at NRDS would be temporarily redirected to the SRDS.

Public Notice and Comment Period

Notice of application for this proposal was given on August 8, 2013, with the public comment period ended on August 21, 2013. The Land Use Application information is available at the Public Resource Center located at 700 Fifth Ave, Suite 2000².

Zoning

The existing NRDS site is zoned Industrial Commercial (IC-45) except for an area approximately 110 feet by 360 feet in the northeast corner, which is zoned Industrial Buffer (IB U/30).

The two northeastern parcels currently used for parking are zoned Single Family Residential (SF 5000), while the parcel to the east of the existing NRDS facility is zoned Commercial 2 (C2-40).

The existing NRDS parcel is zoned IC-45 except for a small area zoned IB U/30. Solid waste transfer is an administrative conditional use and recycling is a permitted use in this zone. The existing transfer building, which operates as a conditional use on the IC-45 zoned parcel, would be demolished and replaced with a new transfer building. The new building would comply with the structure height allowed by the zoning code.

The IB U/30 zoning designation prohibits solid waste transfer; however, because the use was established before the zoning restriction was adopted; the use is allowed to continue. The 1550 parcel, located to the east of the existing NRDS facilities, is zoned C2-45 and includes an existing warehouse building which would be remodeled or replaced for use as an office, employee facilities, meeting/education room, and recycling and reuse dropoff facility. These utility, recycling, and office uses are permitted in the C2-45 zone. Buildings would comply with the 5-foot landscape setback requirement on all sides of the existing NRDS properties that are adjacent to City streets (SMC 23.47A.016). Uses and facilities on this parcel would also comply with other IC-45 zone specifications that establish size limitations for office uses, maximum floor area ratios, setback requirements, venting, and transportation concurrency level-of-service standards (SMC 23.50).

² <http://www.seattle.gov/dpd/PRC/LocationHours/default.asp>

Two SF 5000 zoned properties (in the northeast quadrant of the Carr Place North and North 35th Street intersection) also would be used for employee parking, thereby maintaining the existing legal, nonconforming use as accessory to the 1550 building site in the C2 zone to the immediate south.

The Carr Place North street and street right-of-way, between North 34th and North 35th streets would be vacated and incorporated into the proposed project. Any outdoor recycling collection activities would be located more than 50 feet from residentially zoned lots and would include screening and landscaping as described in SMC 23.47.016.

The proposal is located outside the boundaries of any Comprehensive Plan designated urban village area. The site is located immediately adjacent to the Fremont Hub Urban Village (an area designated in the Comprehensive Plan as a growth center) and near the Wallingford Residential Urban Village designated in the Wallingford Neighborhood Plan.

Vicinity Location

The proposed project is located between the Fremont and Wallingford neighborhoods in Seattle, north of Lake Union, approximately 2.5 miles north of the City's central business district. The address of the existing station is 1350 North 34th Street. Adjacent properties included in the proposal are located at 1550 North 34th Street and at the northeast corner of Carr Place North and North 35th Street (parcels 4083306055 and 4083306050). The project is located in Section 18, Township 25N, Range 4E.

Current Use and Adjacent Properties

The existing NRDS site provides transfer services for contractor-collected solid waste and yard waste/food waste, and drop-off services for self-haul customers. The NRDS is an intermediate transfer station serving Seattle primarily in the area north of the Lake Washington Ship Canal, but service is not limited to that area. Solid waste is compacted into intermodal containers and trucked south to the Argo Rail Yard for transfer to trains. The NRDS is the only transfer station in Seattle's north end.

At one end of the NRDS tipping building, yard waste/food waste is collected in open-top containers that are trucked to the Cedar Grove Composting Facilities in Everett and Maple Valley. Appliance and tire drop-off areas are located along the entrance road at the northeast corner of the site. Along with tires and appliances, clean wood waste, other scrap metal, plastics, paper, aluminum, and other recyclable materials are collected and transported to recycling facilities. There is limited parking for 12 to 18 trailers or rail container chassis on site.

The 1550 North 34th Street building to the east is vacant. The 30,000-square-foot building abuts a small parking lot at the south side of the building along North 34th Street. The south side of the 1550 building site is used as a parking lot for SPU employee vehicles.

Land use adjacent to the site includes a vacant City of Seattle parcel approximately 100 feet to the north (zoned C2-30) and single family residences (zoned SF 5000), one duplex, and one triplex to the north, northeast, and east. The Essential Bakery, a light industrial use (zoned C2-40), is located across Woodlawn Avenue North from the southeast corner of the site. Land use immediately south of the site (across North Northlake Place and North 34th Street) includes two office buildings, two commercial warehouses, and a small amount of vacant land (zoned IC-45). Immediately west of the site are two retail stores and two warehouses (also zoned IC-45).

The parking lot in the northeast corner of the proposed project site is permitted in the SF 5000 zone as a conditional use (SMC 23.44), and is an accessory use to the building to its immediate south, located in the C2-40 zone. Half of the parking lot is currently leased to Essential Baking for employee and delivery truck parking. The other half of the lot is used for SPU employee parking. SPU would continue to use the parking lot for employee parking and utility vehicle parking, but would not use it for garbage trucks or tractor-trailer parking.

Structures on the site

The 4.3-acre site contains the 29,402-square-foot tipping building, a 1,200-square-foot office building, scales, and a small scale house. The 0.94-acre 1550 North 34th Street site contains a 30,000-square-foot commercial warehouse and retail building. The 0.31-acre parking lot located north of North 35th Street has no building structures on it.

Seattle's North Recycling and Disposal Station (NRDS) is more than 40 years old, is subject to frequent breakdowns, and is becoming less reliable with age. In addition, the outdated design is inefficient and lacks the capacity to meet Seattle's future recycling and waste-handling needs.

Existing Conditions at the North Recycling and Disposal Station (NRDS)

The NRDS is an intermediate transfer station serving north Seattle, primarily the area north of the Lake Washington Ship Canal but service is not limited to that area. Solid waste is compacted into intermodal containers and trucked to an intermodal yard for transfer to trains. At one end of the existing NRDS station, organic materials (yard waste with food waste) are collected in open-top containers that are trucked to a composting facility. Clean wood waste, appliances, scrap metal, plastics, paper, aluminum, and other recyclable materials are collected and transported to recycling facilities. The NRDS also includes some intermodal and yard waste transfer container storage.

The primary limitations of the existing NRDS include:

- Inadequate throughput capacity (the number of vehicles that can be accommodated within a certain timeframe), which results in frequent lines that extend into the public roadway, thereby delaying customers and occasionally interfering with through-traffic on North 34th Street.
- Physical and environmental hazards requiring active management to keep employees and customers safe.
- The need for seismic upgrades to the main building, and replacement of temporary office and employee facilities.
- Limited space in which to enlarge the disposal building to be able to accommodate customers.
- Inadequate space for a new station office, employee facilities, and employee and visitor parking.
- The need for replacement of or significant upgrades to the scale house and scales.
- Difficulties in controlling noise, odor and dust because the main building was designed as an open-air structure.
- An intermodal container loading facility installed in 1990 that has led to operational and maintenance problems and is now inefficient.
- Insufficient space to improve recycling facilities and add a facility to collect reusable items.

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 April 14, 2008. DPD has analyzed the environmental checklist, submitted technical studies 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.

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.

Air Quality and Environmental Health

The Puget Sound Clean Air Agency has specific regulations pertaining to fugitive dust (contained in sections 9.11, 9.15 and 9.20 of their Regulation — which require the use of best available control technology to manage fugitive dust emissions. Construction would adhere to applicable regulations and construction practices to reduce air quality impacts. Because these practices would be adopted by SPU as part of the project, construction of the proposed project would not result in significant adverse impacts to air quality. These techniques include:

- Spraying water over debris during demolition of buildings as necessary to minimize dust.
- Keeping 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 if necessary to minimize the tracking of mud off site.
- Covering truckloads of soil, or spraying them with water if necessary 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.

Final design details have not been developed, but the design would be required to incorporate features to reduce air quality impacts from operation, including measures that include:

- Replacing the open-sided tipping building with a solid-walled structure that has an engineered ventilation system to improve air quality and control odor.
- Expediting the entrance process to reduce the time that vehicles spend idling in a queue before reaching the tipping building (e.g., multiple entry lanes, separate entry line for contracted collection trucks, use of radio frequency identification sensors for contracted collection trucks to speed access).

Operational best practices would also assist in reducing emissions, including:

- Minimizing dust by frequently washing down and/or sweeping the operations yard.
- Helping control odors by minimizing the amount of time that organic materials are kept on site before being hauled to an offsite organics processing facility.

Because these practices would be adopted by SPU as part of the project, operation of the proposed project would not result in significant adverse impacts to air quality.

SEPA conditioning is warranted to mitigate the impact of dust particulates in the air by imposing the techniques suggested by SPU, as listed above.

Grading

Design-level details regarding quantities of filling and grading have not been determined yet, and therefore quantities are not known. However, excavation or fill in the range of about 0 to 100,000 cubic yards may be necessary to adjust grades on the site to achieve proper drainage or establish ground elevations at the transfer building that would reduce noise and aesthetic impacts.

Clearing and grading for construction of the proposed project could result in an increase in temporary erosion and sediment transport off site. However, an approved stormwater pollution prevention plan (SWPPP) would be implemented as a condition of the project NPDES construction general permit, thereby minimizing risks of erosion during construction. The project would also be required to comply with the temporary erosion and sedimentation control (TESC) requirements of the City of Seattle's Stormwater, Grading, and Drainage Control Code.

The approximate area of the existing NRDS site is 4.27 acres; the 1550 building site is approximately 0.94 acres and the parking lot north of North 35th Street is approximately 0.31 acres. The entire area, including Carr Place North between North 34th and North 35th streets (the street vacation area), would likely be disturbed during construction.

After completion of the NRDS construction, all unpaved disturbed areas would be landscaped/revegetated. Standard erosion control best management practices (BMPs) would be employed to control erosion during construction and use of the NRDS.

Earth

Best Manage Practices (BMP)s for erosion and sedimentation control would be implemented in accordance with Seattle's Stormwater, Grading, and Drainage Code (Seattle Municipal Code [SMC], Chapters 22.800–22.808) and Construction Stormwater Control Technical Requirements Manual (Director's Rule 16-2000).

Noise

The construction phases would generate a wide range of noise levels, depending upon the specific activities, with the demolition of the existing concrete transfer building being the loudest activity. Short-term noise from construction equipment would be limited to the allowable maximum levels set forth in the City of Seattle's Noise Control Ordinance (SMC Chapter 25.08). During construction, noise from construction equipment may occur between the hours of 7 a.m. and 9 p.m. weekdays, and 9 a.m. and 9 p.m. weekends.

Currently, the intermittent pattern of equipment operation results in a noise level of 75-85 dBALEQ30minute at a distance of 50 feet from the tipping area (but inside the main transfer building) with momentary maximum noise levels of over 100 dBA. A measurement of 75-85 dBALEQ30minute is the equivalent average sound level or LEQ of 30 minutes, measured in decibels on sounds between a frequency of 1kHz and 4 kHz – a typical range for measuring traffic and environmental noises. The existing noise level of 75-85 dBA is comparable to a busy street, which generates noise levels of approximately 80 dBA.

At sites adjacent to the NRDS in the surrounding neighborhood, the current operations of the NRDS generates sustained (dBA LEQ) noise levels close to, but not exceeding, the City of Seattle's Maximum Permissible Sound Level of 60 dBA during daytime hours. Currently, the nighttime noise standard of 50 dBA is likely exceeded on weekends during the 8 a.m. to 9 a.m. period. The City's Environmental Designation for Noise Abatement (EDNA) standards allows higher short-term noise levels for a few minutes per hour (see Noise Technical Report). However the net NRDS noise impact (when extrapolated from the 15-minute measurement) appears to exceed the noise standard more times than is permitted hourly.

After completion of the project, the NRDS would generate noise from a combination of sources, primarily automobile and truck traffic using the stations, unloading and consolidating recyclable materials such as glass and metals, and the machinery used to process the solid waste for transfer to the intermodal facility. Front-end loaders and yard trucks would be used outside. The other machines would operate inside the tipping building, but rarely all at the same time. Some of the loudest momentary noises would be produced by commercial haulers when unloading (the slamming of steel doors and backup alarms). The project would add a new noise source to NRDS: exhaust fans for dust and odor control in the transfer building. The noise generated by these fans cannot be precisely determined until later in the design process but would not be a significant noise source.

The building would be designed to reduce existing maximum noise levels immediately outside its walls by an amount conservatively estimated at 10 dBA. This estimate is based on actual noise measurements at the NRDS compared to more recently constructed transfer stations of similar size and operation. A reduction of 10 dBA is perceived as reducing noise by one-half. With this reduction, the proposed reconstruction of the NRDS would meet the City's EDNA standards for momentary noises. There would continue to be momentary "spikes" of noise greater than 60 dBA as there are now.

Despite such spikes, the facility's noise levels at adjacent residential properties would be within the City's limits. This does not mean the new facility would be inaudible. At times individual sounds of a particular volume or frequency would be heard. However, noise from the new facility would be less apparent than today.

Proposed measures to reduce or control noise impacts:

Construction equipment would be muffled in accordance with all applicable noise regulations. SMC Chapter 25.08, which prescribes limits to noise and construction activities, would be fully enforced while the project is under construction. In addition, the following practices would be employed:

- Maintaining heavy equipment and their mufflers in good condition.
- Buffering stationary generators or compressors (if used) with portable sound barriers if necessary to keep noise levels within regulatory limits.

The design would be required to achieve performance objectives and incorporate measures to reduce operational noise impacts of the NRDS on residential areas by:

- Replacing the open-sided tipping buildings with solid walled structures with greater noise reduction qualities, so that noise passing through the sides of the tipping building is reduced by approximately 10 dBA.
- Buffering the noise from ventilation fans with a three-sided enclosure (open to the south).
- Preparing the site plan to minimize the noise from backup alarms when trucks and loaders are moving in reverse.

SPU's plans to implement these measures would reduce the sound levels generated at the NRDS, and would minimize noise impacts in residential neighborhoods close to the facilities, resulting in no significant adverse impacts. Current and future noise levels are, and would remain, less than the City of Seattle's Maximum Permissible Sound Level of 60 dBA at residential receivers during the day.

The proposal is required to comply with Seattle's Noise Ordinance requirements. Further, SPU have agreed that certain practices would be employed to mitigate construction noise to the greatest extent possible.

Conditioning is warranted to ensure that these measures are imposed pursuant to SEPA 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 NRDS 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 March 3, 2008). Updates to this analysis were provided in a Scale and Tipping Queue Analysis (May 10, 2013) and a response to DPD Correction Notice (December 2, 2013); additional updates were provided in a memo by CDM Smith dated May 28, 2013. The initial Heffron report notes that the NRDS site would be closed during construction and vehicle trips to and from NRDS are expected to be much lower during construction than on an average operating day. All parking for the contractors and construction trucks would be required to occur on-site or in the parking lot owned by Seattle Public Utilities. Bus stops are located on the north side of N 35th Street between Carr Place N and Woodlawn Avenue N, and on the south side of N 35th Street near the intersection with Carr Place N. Temporary relocation of these bus stops may be necessary during the construction period; this relocation is not expected to adversely impact transit operations in the site vicinity. No construction-related transportation impacts are anticipated with construction of the Proposed Action.

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)

There is an area mapped as a 40 percent steep slope on the southwest corner of the property. This is an engineered slope that is adjacent to the ramp leading into the transfer building and is not an unstable area.

Based on a review of the submitted information (including a geotechnical engineering report from Seattle Public Utilities Geotechnical Engineering), City records, and the City GIS system, DPD concludes that the steep slopes on the property appear to have been created by previous legal grading activities associated with constructing and operating the existing North Recycle & Disposal Station.

Therefore, this project qualifies for the limited Steep Slope Exemption Criteria as described in SMC 25.09.180 B2b. For this reason, an ECA Steep Slope Area Variance, or an Exception, is not required for this project. Except the ECA Submittal, General, and Landslide-Hazard Development Standards and criteria still apply. (ECA Exemption #6358785)

No SEPA policies affect this aspect of the proposal as the ECA code and Building Code adequately mitigate any impacts related to the proposal. DPD geotechnical review of the subject MUP will provide sufficient mitigation for 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 currently proposed, the site layout accommodates a total of 28 potential parking spaces. Additionally, the project would use the existing 46-stall, SPU-owned parking lot located north of N 35th Street between Carr Place N and Woodlawn Avenue N to accommodate NRDS employee parking. Based on the number of employees that could be on the site simultaneously, the peak employee parking demand would be approximately 10 to 12. It is expected that any necessary visitor parking could be accommodated by the 28 on-site parking spaces. No adverse impacts pursuant to parking are anticipated.

Traffic and Transportation

The existing NRDS is located in the Wallingford area of Seattle, north of Lake Union. The existing site is bounded by North 35th Street to the north, North 34th Street to the south, Woodlawn Avenue North to the west, and several businesses to the west. The main access to the NRDS, located on North 34th Street, provides access for contractor and self-haul customers. A secondary driveway exists on North 35th Street that provides access for transfer trucks. The proposed locations of the site driveways are planned to be approximately the same as the existing condition.

The site is accessible by public transit. The site is directly served by King County Metro Routes 26, 31 and 74. Route 26 provides service along North 35th Street with a transit stop for the eastbound service located at Carr Place North. The transit stop for westbound service is located on North 35th Street at Woodlawn Avenue North. There is a bus shelter at that location. Service along Stone Way North is provided by Routes 31 and 74. Use of the transit stops would not be adversely affected by this project during construction or following completion of the project. However, the bus shelter located on the north side of North 35th Street between Carr Place North and Woodlawn Avenue North may need to be temporarily relocated one block east or west during construction. Also, the bus stop at the southwest corner of North 35th Street and Carr Place North may also need to be temporarily relocated one block east or west during construction.

The completed project would use the existing 46-stall, SPU-owned parking lot located north of North 35th Street between Carr Place North and Woodlawn Avenue North to accommodate all of the necessary NRDS employee parking. The existing 15-stall parking lot on the south side of the existing 1550 Building adjacent to the NRDS may be removed as part of the project. All parking for contractors and construction trucks would be required to occur on site or in the SPU-owned parking lot during construction of NRDS.

The project includes vacating Carr Place North between North 34th and 35th streets. Please see the project transportation analysis for more details (*Transportation Technical Report for the SPU Transfer Station Improvement Project North Recycling and Disposal Station*, Heffron Transportation, Inc., March 3, 2008). There are no other changes currently proposed that would affect the street system in the project vicinity.

The project would not use water, rail, or air transportation. Lake Union is used as a shipping route and for commercial float plane operations.

The Proposed Action at NRDS would reconstruct the existing facilities to include a larger tipping building, additional scales, and enhanced recycling facilities. The following changes in trips at NRDS in 2030 with the Proposed Action are projected:

- Self-haul trips would be slightly reduced because there would be increased (curbside) recycling opportunities, which would reduce the number of self-haul refuse trips.

- Refuse transfer truck trips would be reduced since more recyclables would be removed from the waste stream.
- Additional transfer truck trips for recyclables and reuse materials would be generated due to the enhanced recycling and reuse facilities on site.
- Employee trips would increase due to increased staffing needs associated with new waste streams.

Source: Heffron Transportation, Inc. using information provided by Seattle Public Utilities and trip models provided by Herrera Environmental Consultants, Inc., November 2007.

The Heffron transportation analysis estimated year 2030 trip volume to the site with and without the proposed project. Daily trips at NRD are expected to increase slightly, largely due to an increase in the number of employee trips. The number of self-haul trips is expected to slightly decrease since additional recycling opportunities are expected to increase the amount of material brought to the site in each trip. The number of refuse transfer trucks is also expected to decrease since more material would be separated from the general waste stream. However, other truck trips would increase, including trips by trucks removing recyclables from the site. In all, the analysis estimates an increase of about 14 to 26 daily trips on an average day, and 16 to 40 trips on a peak design day. Data from SPU and the South Recycling and Disposal Station were used to estimate hourly distribution of future traffic. Based on these estimates, the project is expected to result in about 12 new trips during the AM peak hour and 11 new trips during the PM peak hour under a high-traffic scenario. These trips are likely to distribute in several directions coming to or traveling from the site, and would not result in noticeable traffic impacts to the surrounding vicinity.

Recent analysis by Heffron (*Scale and Tipping Stall Queuing Analysis*, May 10, 2013) and CDM Smith (memo dated May 28, 2013) provided updated queuing information based on current site layout designs. The queuing analysis concluded queuing space would be adequate at the inbound scales, outbound scales, and tipping floor stalls under maximum use conditions in 2016, and under average conditions in 2030. On maximum use days in 2030, and on average days in 2050, the queue length could exceed the on-site capacity at the self-haul inbound and the self-haul outbound scales for short periods of time throughout the day. Commercial vehicles could experience congestion under both the 2030 and the 2050 maximum day volumes at the tipping scales.

Based on the queuing forecasts, the 2013 Heffron analysis recommends several potential operational solutions to be considered when trip volumes result in internal congestion, which could result in queues backing onto the street. These include:

- Improve the scale service rates: slight improvements in the service rates for both the inbound and outbound self-haul scales would mitigate the queue lengths. New technologies may be available that allow faster service rates to be achieved;
- Allow self-haul vehicles to use the commercial scales on peak days: this would mitigate both the inbound and the outbound queues on the 2050 maximum day. Advanced signage technologies or a flagger could be used at the entrance to indicate that the additional lane is available;
- Inform customers about station congestion: technology such as cameras and website information, similar to that used at ferry and port terminals, could be used to alert customers about expected wait times or queue lengths. This type of system could temper the peak demand that occurs on any one day or hour;

- Allow commercial vehicles to use self-haul tipping stalls on peak days: flexible use of the available tipping floor space will make the station more efficient and reduce waiting.

Additionally, variable pricing could be used to shift trips outside the expected peak, by charging more for station usage during peak times and less during off-peak times.

Traffic and transportation impacts of the project, although potentially adverse, are not expected to be significant. The measures identified above are likely to mitigate potential queuing impacts, and will be required as conditions of the Master Use Permit. No further traffic or transportation conditioning is required pursuant to SMC 25.05.675 R.

Historic Preservation

Using the Washington Department of Archaeology and Historical Preservation website (DAHP 2007), the project location was checked on December 10, 2007, for properties listed on the Washington Heritage Register and the National Register of Historic Places. The project location was also checked using the Seattle Department of Planning and Development website (Seattle 2007) for City of Seattle landmarks on December 10, 2007. No listed or known eligible historic resources are present on the project site.

The location was checked using the King County Historic Preservation archaeological and ethnographic database on January 10, 2008. No landmarks or evidence of historic, archaeological, scientific, or cultural importance are known to be on the project site (Ruby 2008).

The proximity of the site to the historic Lake Union shoreline, as well as geographic locations with ethnographically recorded native place names, indicates the need for onsite construction supervisor(s) to relay to all workers the importance of paying close attention during excavation work, with the need to suspend work immediately in an area if evidence of cultural remains is encountered, until the remains can be assessed by a professional archaeologist (Ruby 2008).

If utility trenches are to be constructed to depths beyond those that have been historically disturbed, an archaeologist should be on-site to monitor the excavation. An archaeologist should also review the raw data from any geotechnical studies done in areas where underground structures would be placed.

Should evidence of cultural remains, either historic or prehistoric, be encountered during excavation, work in the immediate area would be suspended, and the find would be examined and documented by a professional archaeologist. Decisions regarding appropriate mitigation and further action would be made at that time.

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.

Light and Glare

Light and glare at the NRDS facility could affect nearby residences in the evenings after sunset. Glare from reflective surfaces is not currently an issue at the site. The site is illuminated for security with a combination of approximately seven double-headed, tall light poles, ten single-headed, tall light poles and eight wall-mounted light fixtures. The luminaries cast light primarily down onto the site, reducing light trespass onto the adjacent streets and structures. The wall mounted fixtures on the south face of the building cast light outward from the structure, contributing to glare along North 34th Street.

Additional light from inside the main structure is visible through the architectural fenestration (window openings). However, the light is subdued and does not contribute to light pollution or glare.

Lighting on the reconstructed NRDS site would be similar to the existing lighting. Light fixtures would illuminate the site for security reasons. Luminaires that cast light downward toward the ground would be selected rather than luminaires that cast light outward toward the surrounding residential properties. Non-reflective materials would be used for the construction of the new facilities to reduce glare toward adjacent properties. The transfer building would be a solid-walled structure, and would be less visually porous than the existing building. As a result, less light would be emitted from the building toward adjacent properties.

Light and glare from the completed project would not affect safety or interfere with views. There are no off-site sources of light or glare that would affect this proposal. Exterior lighting would be shielded and directed away from adjacent properties and roadways.

Greenhouse Gases

In response to concerns about global warming, the Seattle Department of Planning and Development's (DPD) has developed a Greenhouse Gas (GHG) emissions worksheet that can be used to provide an estimate of potential GHG "emissions" from individual "MTCO_{2e}" (Metric Tons of equivalent carbon dioxide). Using the worksheet, project emissions related to construction of the proposed project are estimated at 16,206 MTCO_{2e}. This figure represents an estimate of GHG emissions associated with manufacturing construction materials and fuel used during construction. Although the worksheet provides a rough measure of potential emissions due to construction, the worksheet estimate is likely overestimated, since the project is expected to meet LEED Silver requirements, or more. This would result in lower emissions (from recycled content and/or locally sourced construction and building materials). Additionally, if all customer trips are diverted to the SRDS during the 28 month construction period, using trip generation figures from the project transportation analysis peak day (Heffron 2008), an estimated additional 13,873 MTCO_{2e} would be produced, for a total of 30,079 MTCO_{2e} (using the unmodified construction emissions).

During operations, greenhouse gas emissions are associated with energy consumed during facility operation; and transportation by customers and employees, and for transfer of solid waste and recyclables. Using the GHG worksheet, project emissions related to facility operation are estimated at 2,764 MTCO_{2e} per year compared to 1,172 MTCO_{2e} annually for the existing facility. The worksheet uses a standard project lifespan of 62.5 years. GHG emissions caused by customers traveling to the NRDS, and GHG emissions caused by the transfer of solid waste and recyclables away from the NRDS, would occur with or without the project. However, using trip generation figures from the project transportation analysis (Heffron 2008) with the standard emissions values in the GHG worksheet, emissions related to transportation by customers and employees, and transfer of solid waste and recyclables, are estimated at 1,404 MTCO_{2e} in 2030 compared to 1,402 MTCO_{2e} in 2030 for the existing facility. Therefore, the total emissions due to operations is estimated at 4,168 MTCO_{2e} in 2030 compared to 2,574 MTCO_{2e} in 2030 for the existing facility.

Although the worksheet provides a rough measure of potential emissions due to operations, it does not take into account several factors that may limit its application to this project. These include:

1. The worksheet estimate for facility operations is likely overestimated, since the project is expected to meet LEED Silver requirements, or more, which would result in lower emissions due to higher building energy efficiency.

2. The average values for energy emissions include those associated with space heating, cooling, ventilation, and water heating; none of which apply to the transfer building and covered recycling collection portions of the existing facility and/or proposed project. As a result, these emissions for operation of the existing facility, and particularly for the proposed facility, are likely overestimated.
3. The updated design is anticipated to result in some GHG emissions reductions due to reduced customer vehicle idling time. These reductions are not quantified in the worksheet, but could total a net reduction of 20 MTCO_{2e} per year (1,250 MTCO_{2e} over the project lifespan) after consideration of anticipated increases of transfer truck emissions to accommodate increased recycling.
4. It is anticipated that the design of the proposed project will provide substantial opportunity to customers to increase recycling. Increases in recycling help avoid lifecycle emissions of GHG. These GHG emission reductions are also not quantified in the GHG worksheet, and as a result, emissions reductions due to the project are not captured.

The increase in GHG emissions estimated by the worksheet for the proposed project over the existing project are likely overestimated, when the above considerations are taken into effect. Given that the estimated GHG emissions generated throughout the City of Seattle from all sources is approximately 11.6 million MTCO_{2e} per year (USEPA 2008) (725 million MTCO_{2e} over the project lifespan), the increased GHG emissions potentially due to the project based upon the unmodified worksheet, and additional estimates, represent a very minor increase (0.25% for construction; 0.014% for operation in 2030), and is not considered likely to result in a significant, adverse impact.

Determining whether “greenhouse gas” emissions associated with the project are likely to have a significant adverse impact upon the maintenance of a healthy, global atmosphere is problematic because there is scientific uncertainty regarding appropriate methodologies to make such a determination. For that reason, information and analysis necessary to make that determination cannot reasonably be developed in the context of this project.

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

The proposed North Transfer Station project encompasses four (4) parcels as shown in the table below:

<i>Parcel Number</i>	<i>Current Use</i>	<i>Zoning</i>	<i>Proposed Use</i>
226450-0450	Transfer Station	IC-45 and IB U/30 (NE corner only)	Transfer station operations, including collection, transfer, disposal, and handling of garbage
408330-6930	1550 Building	C2-40	Collection of recyclables and reusables, access, parking, open space/landscaped green space.
408330-6055	Parking Lot	SF 5000	Park
408330-6050	Parking Lot	SF 5000	Park

An Administrative Conditional Use Permit (ACU) is required for the proposed uses of the industrial zoned parcel and the proposed uses of the commercial zoned parcel. The three sections that follow are intended to address the requirements of the Seattle Municipal Code (SMC) 23.50.14:

- General requirements applicable to all conditional uses
- Requirements specific to transfer stations in industrial zones
- Requirements specific to recycling uses associated with a transfer station in commercial zones

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 replace the open-sided tipping building with a solid-walled structure that has an engineered ventilation system to improve air quality and control odor. 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.*

The major benefit of the project is the replacement of an inefficient facility that is more than 50 years old and subject to frequent breakdowns with a new facility that has the capacity to meet the future recycling and waste-handling needs of the City of Seattle.

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. 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.*

As shown in the plan set, the proposal is designed with appropriate landscaping, screening, and vehicle access controls, as required. Many of these measures are described further in Sections II and III below. The 30% Basis of Design Report - Appendix F, Community Criteria Crosswalk Table details more of the measures to insure compatibility with the surrounding area.

As a result, there is no reason to believe the proposed use will not be compatible with the surrounding area; 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.*

This criterion does not apply.

However, Seattle Public Utilities has coordinated with the Wallingford and Fremont Community Councils. The specific commitments made in agreements with these groups are incorporated in Community Criteria Crosswalk Table.

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 North 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:*

These criteria apply to the Tipping and Transfer building, and a scale house, which occur on parcel 226450-0450.

- 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;*

The project will be an improvement over the existing condition by fully enclosing solid waste handling activities. Design criteria and operating practices are being implemented to minimize odor and air emissions. For further information, refer to the following documents:

- 2008 SEPA Environmental Checklist, items B.2.c and B.7.b.3;
- 2008 Air Quality Technical Report
- 30% Basis of Design Report - Appendix F, Project Requirements, pages 2 (G10), and 4 (T12 to T17) and various locations in the Community Criteria Crosswalk Table (Comment Nos. 202-207, 217).

Please note that a Draft Noise, Odor, and Air Quality Analysis Summary Report, dated November 25th, 2013; has been submitted to PSCAA or their review.

PSCAA has commented on the application and does not 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;*

The project will replace the open-sided transfer building with a solid walled structure with an engineered ventilation system. Guidelines to maximize control of vectors have been developed in part based on conversations with the Seattle/King County Public Health Department, KCDPH. These guidelines are included with this application (see 2013 memorandum titled Pest Minimization Landscape Guidelines). The plans will also be reviewed by the Public Health Department.

It is appropriate to condition the proposal subject to obtaining 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*

Three documents have been prepared, addressing transportation:

- 2008 Transportation Technical Report
- 2013 Scale and Tipping Stall Queuing Analysis
- 2013 Memo of Updates, which provides the most updated comprehensive analysis.

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

Design criteria and operating practices are being implemented to minimize noise and aesthetic effects. Measures to minimize noise impacts are addressed in the 2008 SEPA Environmental Checklist item B.7.b.3, the 2008 Noise Technical Analysis, and the 30% Basis of Design Report - Appendix F, Project Requirements, Page 2 (G3). Please note that a comprehensive noise analysis is currently being modeled of the 30% designed facilities and analyzed. An updated report is anticipated in September 2013 and will be submitted when available.

Measures to minimize aesthetic impacts are addressed in the 2008 SEPA Environmental Checklist items B.10.c and B.11.d and the 2008 Visual Technical Report. SPU and the design team are currently evaluating a variety of finishes and developing concepts with the Artist. Architectural renderings of the proposed finishes will be submitted when available. Since the 2008 Visual Technical Report, there have been modifications to the Admin/Crew Building and clarification of the wall height. The view corridor is slightly modified than shown in the report and been accepted by the community neighborhood groups.

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):

- Viewing Room — construct a viewing gallery of the tipping building, located in the administrative building, to educate visitors and schoolchildren about solid waste management and recycling.
- Enhanced Pedestrian Street Crossings — design and construct four curb bulbs and a suspended crosswalk sign on the east and west sides of the intersection of N 34th Street and Woodlawn Avenue N, and two curb bulbs and a crosswalk on N 35th Street, west of Woodlawn Avenue N.
- East Buffer Open Space — design and maintain an approximately 32,000 square foot, publically park-like area in the 65 foot buffer of the transfer station building along Woodlawn Avenue N. Elements of the open space includes a multi-sport court, play lawn, Olmstedian public access walk, fitness stations and gathering area in the southeastern corner.
- Public Park-like Open Space north of 35th Street, between Carr Place N and Woodlawn Avenue N — design and install and potentially maintain an approximately 13,680 square foot area that will include a lawn, picnic tables, climbing rocks and logs, a children's climbing play structure, and play features integrated into the natural topography.
- North Buffer Open Space — design, construct, and maintain a publically accessible, approximately 10,000 square foot, park-like area in the 20 foot building setback along N 35th Street that will include static fitness and parkour elements.

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.

e. For any portion of the principal structure containing the solid waste management use that is located in an IB zone, the following standards apply:

1) The maximum floor area of the principal structure is limited to 7,000 square feet.

The portion of the Tipping and Transfer Building that is located in the IB zone occupies an area of 6,250 sf (two floors of 3,125 sf each), meeting this requirement. Please see the 30% plans, sheet GA-7.

2) A setback of at least 65 feet is required between any facade of the principal structure and any lot line that abuts or is across a street from a residentially zoned lot.

This requirement applies to the northern property line. The northern façade of the Tipping and Transfer Building set back is at least 65 ft from the north property line, as shown in the 30% plans, sheet GA-5 and GA-7. The requirements are also identified in the 30% Basis of Design Report - Appendix F, Project Requirements, page 3 (S10), and the Community Criteria Crosswalk Table, Comment Nos. 24 and 25.

- f. *Accessory structures including scales, scale houses, entrance/exit kiosks, walls, screening, and other minor incidental improvements, including canopies over scales houses and drive lanes, are permitted in IB zones. The total area of all scale houses in IB zones shall not exceed 1,000 square feet.*

Only one scale house is located in the IB zone. This scale house occupies 350 sf, meeting this requirement. Please refer to the 30% plans, sheet 4A-1.

- g. *A landscaped area at least 20 feet deep is required between any structure or any parking located in an IB zone and the nearest street lot line.*

The northeast portion of Parcel 226450-0450 is an IB zone. As shown on the 30% plans, sheet GA-7, there is a landscape area 21'-6" wide between the northern property line and the sound/retaining wall. Additional requirements are also identified in the 30% Basis of Design Report, Appendix F - Project Requirements, page 8 (L14), and the Community Criteria Crosswalk Table, Comment Nos. 3 and 35.

- h. *Parking and driveways accessory to a solid waste transfer station. Parking and driveways on property in an IB zone may be permitted as a conditional use accessory to a solid waste transfer station if:*

No parking is proposed in the IB zone. A portion of the driveway lanes occurs in the IB zone.

- 1) *The parking is on property that is part of the same development site as the solid waste transfer station use.*

Not applicable

- 2) *The parking meets the criteria of Section 23.50.014.A.*

Not applicable

- 3) *The parking is subject to analysis in any transportation plan required by the Director pursuant to subsection 23.50.014.B.7.c.*

Not applicable

- 4) *Driveways providing access to parking or access to the solid waste transfer station are on the same development site as the solid waste transfer station use.*

The driveways provide access to and from the Transfer Station and are on the same development site.

- i. *Rooftop features on the principal structure shall not exceed the maximum height limit of the zone.*

The zoning requirement is established as 45 feet for the IC-45 zone. The maximum height of Tipping and Transfer Building (the principal structure) is designed so that the above-ground height complies with community agreements which are more stringent than the zoning requirement. Community agreements set the Tipping and Transfer Building height at elevation 75'-6", matching

the existing transfer station. This does not include solar panels that may extend another 4 feet higher. Please refer to the following documents:

- SEPA Environmental Checklist item B.10.a;
- 30% Basis of Design Report - Appendix F, Project Requirements page 2 (G12), 3 (T2, T4), Community Criteria Crosswalk Table, Comment No. 20 and
- 30% plans, sheet GA-5, 3A-8 and 3A-9.

j. *All transfer, handling, and compacting of materials processed by the solid waste management use shall be conducted within an enclosed structure.*

The specified operations will be conducted within an enclosed structure. Please refer to the 30% Basis of Design Report - Appendix F, Project Requirements, Page 4 (T17).

k. Outdoor storage is prohibited.

No outdoor storage is proposed.

III. *Criteria for Recycling Uses Associated with Transfer Station in Commercial Zones (SMC 23.47A.006A)*

Subsections 1 - 6 do not apply

7. *A recycling use that is located on the same development site as a solid waste transfer station may be permitted as a conditional use in Commercial 2 (C2) zones subject to the following additional provisions:*

These criteria apply to the recycling building and open space, which occur on parcel 408330-6930.

l. *Accessory structures including entrance/exit kiosks, walls, screening, and other minor incidental improvements, are permitted;*

Noted.

g. *A setback of at least 65 feet is provided between any facade of the principal structure containing the recycling use and any lot line that abuts or is across a street from a residentially zoned lot;*

This requirement applies to the northern property line and to a portion of the eastern property line. These residential areas are buffered by a minimum 100-foot-wide open space to the north of the recycling building and a minimum 65-foot-wide open space to the east, as shown in the 30% plans, sheet GA-7. This requirement is also addressed in the 30% Basis of Design Report - Appendix F:

- Project Requirements, page 5 (R2); and
- Community Criteria Crosswalk Table, Comment Nos. 6 and 7.

n. *Trucks allowed to access the recycling use to drop off recyclables shall not exceed a maximum of two axles;*

Noted.

o. *Rooftop features on the principal structure shall not exceed the maximum height limit of the zone;*

The zoning requirements establish a maximum height of 40 feet for the recycling building in the C2-40 zone. The above-ground height of the recycling building is designed to comply with neighborhood agreements which are more stringent. Please refer to the following documents:

- SEPA Environmental Checklist item B.10.a:
- 30% Basis of Design Report - Appendix F, Project Requirements page 5 (R3 and R5) , and in the Community Criteria Crosswalk Table, Comment Nos. 4, 5, and 6; and
- 30% plans, sheet GA-5, 2A-3, and 2A-4.

p. All transfer, handling, and compacting of recyclable materials shall be conducted within an enclosed structure;

These operations will occur in the recycling building, which will be enclosed. Please refer to the 30% Basis of Design Report - Appendix F:

- Project Requirements, page 6 (R7); and
- Community Criteria Crosswalk Table, Comment No. 3.

q. Outdoor storage is prohibited.

Recyclable materials will not be stored outdoors.

r. 60 percent of the C2-zoned portion of the development site is maintained as open space. For these purposes, surface parking and driveways are not considered open space.

The C2-zoned portion of the development site includes 70% open space. Refer to the 30% plans, sheet GA-7, L-3 and L-4.

s. Office use and crew space use accessory to a solid waste transfer station use on the same development site may be allowed within a structure containing a recycling use.

One office space is provided in the Reuse/Recycling Building. Refer to 2A-1 of the 30% plans.

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).

DECISION – CONDITIONAL USE

Conditionally approved.

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

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. Clean construction vehicle undercarriages and tires before they exit onto public streets.
6. Cover truckloads 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 demolition, excavation, or construction, the owner and/or responsible parties shall:
 - Stop work immediately and notify DPD (Colin R. Vasquez, 206/684-5639) and the Washington State Archaeologist at the State Office of Archaeology and Historic Preservation (OAHHP). 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.

For the Life of the Project

13. If trip volumes are likely to result in internal congestion, steps should be taken to avoid internal queuing and vehicle spillback onto adjacent roadways. Such steps could include but are not limited to:
 - Improve the scale service rates: slight improvements in the service rates for both the inbound and outbound self-haul scales would mitigate the queue lengths. New technologies may be available that allow faster service rates to be achieved;
 - Allow self-haul vehicles to use the commercial scales on peak days: this would mitigate both the inbound and the outbound queues on the 2050 maximum day. Advanced signage technologies or a flagger could be used at the entrance to indicate that the additional lane is available;
 - Inform customers about station congestion: technology such as cameras and website information, similar to that used at ferry and port terminals, could be used to alert customers about expected wait times or queue lengths. This type of system could temper the peak demand that occurs on any one day or hour;

- Allow commercial vehicles to use self-haul tipping stalls on peak days: flexible use of the available tipping floor space will make the station more efficient and reduce waiting;
- Implement variable pricing to shift trips outside the expected peak, by charging more for station usage during peak times and less during off-peak times.

A list of these or similar strategies shall be maintained on-site and included as part of any operational instructions or procedures that address on-site circulation.

CONDITIONS – CONDITIONAL USE

Prior to Certificate of Occupancy

14. Seattle Public Utilities (SPU) shall provide documentation to Seattle's Department of Planning and Development (DPD) that Seattle/King County Department of Public Health (KCDPH) has approved the proposal and have obtained the required State Operating Permit.

Signature: (signature on file) Date: January 16, 2014
Colin R. Vasquez, Senior Land Use Planner
Department of Planning and Development