**City of Seattle**
**Department of Planning and Development**
Diane M. Sugimura, Director

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

**Application Number**: 3015631

**Applicant Name**: Arnel Valmonte of Seattle Public Utilities

**Address of Proposal**: 4767 Puget Way SW

## SUMMARY OF PROPOSED ACTION

Land Use Application to replace an existing Public Storm Drain along Puget Way SW and install a new storm drain located in Puget Park and along the southerly portion of Puget Way SW. Project also includes replacement of the existing headwalls (retaining walls) and trash rack also located within Puget Park. Five existing trees are to be removed, all within an Environmentally Critical Area. Determination of Non-Significance has been prepared 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

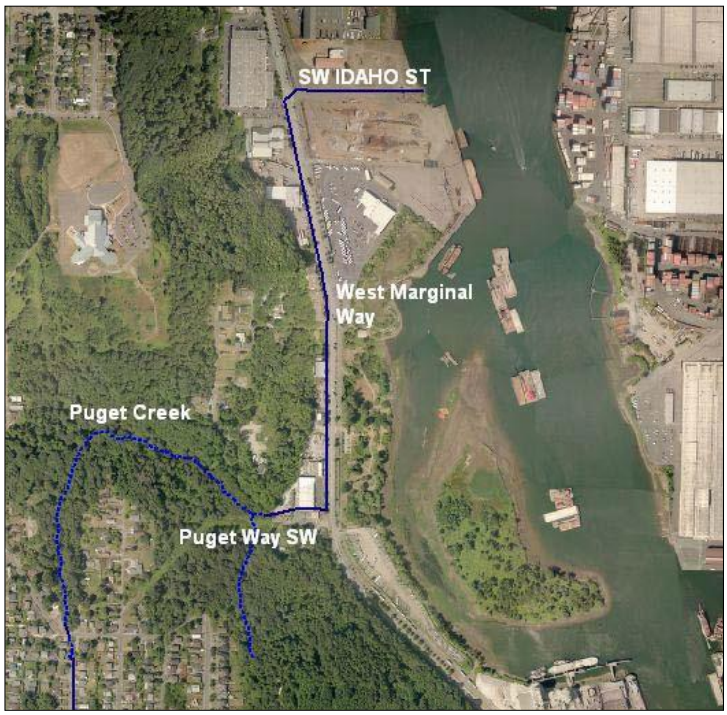
☒ DNS with conditions involving non-exempt grading or demolition or involving another agency with jurisdiction [1].

## BACKGROUND, SITE AND PROPOSAL

The project site is located primarily in a road easement for Puget Way Southwest. A portion of the project would also occur on a parcel owned by Parks and in unimproved City-owned right-of-way for Southwest Hudson Street. The project location is in the northwest quarter of Section 19, Township 24N, Range 4E and within the Duwamish/Green Water Resource Inventory Area (WRIA 9).

[1] DNS published by SPU on 1/14/2013.

SPU has evaluated and ranked culverts under City of Seattle roadways for likelihood and consequences of failure and has implemented a proactive culvert replacement program to reduce cost and risk. SPU's culvert replacement program targets high priority culverts while considering life cycle costs and multiple drainage benefits.




The culvert conveying Puget Creek under Puget Way Southwest was identified as among the City's most at-risk culverts for failure. The 42 inch corrugated steel pipe is failing due to pipe erosion, deterioration of the trash rack, and erosion of the concrete slab headwall and surrounding slopes. The existing culvert has also been involved in localized flood events.

Using open-trench methods, the proposed project would bypass a portion of the existing 42 inch steel pipe and downstream culvert system by installing approximately 180 feet of new 42 inch concrete pipe and one new maintenance hole (Type 206A). The new culvert alignment would follow the south side of Puget Way Southwest to a junction with the privately owned drainage project. The existing culvert under Puget Way Southwest would be filled with concrete density fill and abandoned-in-place.

The project would also replace both the existing culvert headwall and trash rack. A new 7 foot tall headwall with bottom slab and two wingwalls would be cast-in-place reinforced concrete and fitted to accommodate the new trash rack. Five-man rock would be used to create rockeries on the north and south shorelines of Puget Creek to prevent scour, stabilize the adjacent slopes, and direct the Creek to the new culvert inlet.

To provide access to the trash rack for maintenance, a permanent staging area constructed as a riprap rock pad would be installed behind the south wingwall. A 3.5 foot high railing would be placed at the top of the headwall to provide anchorage points for maintenance personnel cleaning the trash rack. Approximately 40 feet of new beam guardrail would be added along Puget Way Southwest above the headwall to prevent vehicles from sliding into Puget Creek during adverse weather.

Additionally, an existing inlet on the northeast side of Puget Way Southwest would be replaced with a "bird cage" catch basin structure (Type 204A) to reduce chances of plugging and causing flooding over the roadway. An existing 8 inch corrugated metal pipe culvert downstream of that inlet and buried under Puget Way Southwest would be replaced with a 16 inch ductile iron pipe culvert.

The project would replace all damaged and demolished asphalt street surfaces, curbs, and guardrails.

The project's work area is rolling to slightly sloping. Elevation ranges between 36 to 50 feet above sea level. There are no surface features (such as head scarps, hummocky terrain, seepage along steep slope surfaces, bulging at the bases of slopes and/or evidence of permeable strata over relatively impermeable strata) that indicate past or possible future slide activity in the immediate project location. However, portions of the project are located within a Steep Slope Area (greater than 40 percent slopes), Known Slide Area, and Potential Slide Area—Environmentally Critical Areas as mapped by DPD. Mass wastage deposits are mapped on slopes north of the project location and on slopes south of Puget Creek.

Project construction would require excavation of approximately 500 cubic yards of soil and backfilling with approximately 450 cubic yards of pipe bedding, rock, and other fill material. The open trench would be shored. All exported excavated material would be disposed of at an approved upland location or used as fill material (if suitable) at sites approved for filling and grading. Imported bedding aggregate and clean fill would be obtained from a supplier licensed by the State of Washington to purvey such materials.

No significant erosion is anticipated during or as a result of the proposed work. A temporary erosion and sedimentation control plan would be prepared and implemented.

The proposed project would disturb approximately 4,000 square feet of ground. Of that, approximately 200 square feet is existing asphalt surface and would be replaced with the same amount of new asphalt. The remaining area would be pervious area restored to native vegetation or grass. The new headwall would have a slightly larger footprint than the existing headwall. Two new rock walls would be constructed on the north and south shorelines of Puget Creek.

Public Notice and Comment Period

The public comment period for this project ended on October 2nd, 2013. The Land Use Application information is available at the Public Resource Center located at 700 Fifth Ave, Suite 2000[2].

## 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 January 7th, 2013. DPD has analyzed the environmental checklist, reviewed the project plans and the supporting information submitted 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.

[2] http://www.seattle.gov/dpd/toolsresources/default.htm

## 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 950 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)*

The project or portions of it are located within a Steep Slope Area (greater than 40 percent slopes), Known Slide Area, Potential Slide Area, Riparian Corridor, Wetland Area, and Wildlife Area — all Environmentally Critical Area (ECAs) as mapped by the City of Seattle's Department of Planning and Development.

Seattle Public Utility's (SPU) has determined this proposed project is exempt from the City of Seattle ECA provisions as established under Seattle Municipal Code (SMC) Chapter 25.09. Specifically, this project is exempt under SMC 25.09.045 I (Normal and Routine Operation, Maintenance, Remodeling, Repair and Removal of Existing Public Facilities and Utilities). This meets the exemption criteria because the proposed activity is part of the normal operation/maintenance of the existing public utility structure and does not involve any material expansion or change in use beyond that previously existing. Further, SPU does not consider that this proposed work would cause substantial disturbance to ECAs or their buffers on this parcel. There is no practicable alternative to the work with less impact to ECAs.

*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 is one prehistoric site known within 460 feet of the project location and one ethnographic village is between 160 and 320 feet away. The prehistoric site and the ethnographic village may be the same settlement.

No buildings or known cultural resources would be affected by this project. The proposed project is located on previously disturbed and filled upland areas of the City of Seattle. The project's location on previously disturbed and filled ground reduces the project's chance of encountering contextually significant archaeological materials. However, due to the proximity of known archaeological resources, the project will require that a professional archaeologist be present during construction to monitor excavations in native soils/sediments. Should evidence of cultural artifacts or human remains, either historic or prehistoric, be encountered during such excavation, work in that immediate area would be suspended and the find would be examined and documented by the professional archaeologist. Decisions regarding appropriate mitigation and further action would be made at that time.

*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*

1. During grading activities, watering of the site and uncovered materials 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.

3. Due to the proximity of known archaeological resources, the project will require that a professional archaeologist be present during construction to monitor excavations in native soils/sediments. Should evidence of cultural artifacts or human remains, either historic or prehistoric, be encountered during such excavation, work in that immediate area would be suspended and the find would be examined and documented by the professional archaeologist. Decisions regarding appropriate mitigation and further action would be made at that time.

Signature: (signature on file) Date: December 2, 2013
Colin R. Vasquez, Senior Land Use Planner
Department of Planning and Development

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