



City of Seattle
Edward B. Murray, Mayor

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: 3016336
Applicant Name: Christopher Dew
Address of Proposal: 2700 S Hanford St

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a new 0.34 million gallon underground tank for combined sewer overflow (Handford@Rainier). Project includes a 1,700 sq. ft., one story building containing a standby generator, electrical and mechanical equipment rooms and tank stairway access. The project includes a 250' long pipe connecting a new conversion structures (in the ROW) with the new storage tank. Determination of Non-Significance by King County Department of Natural Resources and Parks, Wastewater Treatment Division.

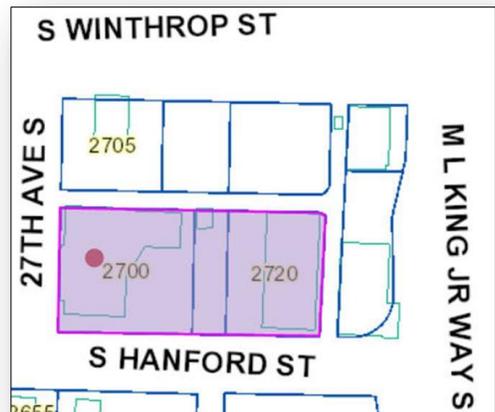
The following approval is required:

SEPA Environmental Determination — Seattle Municipal Code (SMC) 25.05
(for substantive conditioning only).

SEPA Determination: Exempt DNS MDNS EIS
 DNS with conditions
 DNS involving non-exempt grading, or demolition, or another agency
 with jurisdiction.

PROPOSAL and BACKGROUND

The proposal is to control combined sewer overflow (CSO) discharges at two existing King County CSO discharge locations by constructing improvements to the wastewater system. There are three existing CSO discharge locations associated with the Hanford Street trunk: Bayview North, Bayview South and Hanford@Rainier CSO. These CSO discharge locations discharge to the City of Seattle storm sewer which discharges at Diagonal Avenue to the Lower Duwamish Waterway. Under a consent decree with the U.S. Environmental Protection Agency, King County is required to limit CSOs to one per at each outfall by 2030. Currently overflows at Bayview South are controlled. The



proposal will address uncontrolled discharges at Bayview North and Hanford@Rainier, which are hydraulically interdependent.

The posed project includes two major elements; a new 48-inch diameter siphon upstream of Bayview North that will divert flow to the Bayview Tunnel and control CSOs at Bayview North, and a new 0.34 million gallon storage tank, diversion structure and diversion pipe at Hanford Street to store peak storm volumes and control CSOs at the Hanford@Rainier CSO discharge location.

Bayview Siphon

The new Bayview siphon would be constructed between the southbound travel lanes of Rainier Ave S and property at 2347 Rainier Ave S.

Construction of the 48-inch diameter siphon pipe to connect the existing Hanford Trunk in Rainier Ave S to the abandoned brick sewer at 2347 Rainier Ave S would require the excavation of two access pits. The siphon inlet would be constructed by excavating a pit with Rainier Ave S right-of-way that is approximately 22 feet by 30 feet and 30 feet deep.

The siphon discharge would be located on private property at 2347 Rainer Ave S. A pit approximately 22 feet by 33 feet by 30 feet deep would be excavated to facilitate the installation of the pipe and connection to the existing brick sewer. Approximately 1,500 total cubic yards of soil would be excavated at the inlet and discharge pit locations. At both locations a shoring system could be installed to support the open excavation and facilitate installation of a permanent below ground concrete structure of the pipe connections.

The siphon would be constructed utilizing the trenchless method known as pipe ramming. A pipe casing will be driven through the ground between the inlet and discharge locations. Some ground improvement such as injection grouting may be required to perform the pipe ramming.

Following completion of the siphon inlet in Rainier Ave S the pit would be backfilled and compacted then the road surface restored to its pre-construction condition. A new manhole would be placed in Rainier Ave S so operations staff can access the siphon for routine inspections and maintenance. At the 2347 Rainier Ave S property the site would be backfilled and compacted and the site repaved. A total of approximately 500 cubic yards of material would be delivered to the Bayview sites to backfill excavations.

Hanford Storage Tank

The 0.34 million gallon underground storage tank, with an associated 17-foot tall, 1,800 square foot diversion structure with operational equipment will be located at 2700 S Hanford St. The principal exterior building material would be concrete masonry unit (CMU) construction. The site would include short term parking for operations and maintenance staff.

Construction of the underground storage tank at 2700 S Hanford St would require excavation of a large portion of the site. An area approximately 100 feet by 75 feet and 50 feet deep would be excavated to construct the 0.34 million gallon below ground storage tank. The excavation would be shored by placing soldier pile and lagging wall with tieback/bracing.

A new 36-inch diameter pipe would be constructed to divert flows from the existing CSO structure at Hanford@Rainier to the new storage tank. A sump would be constructed downstream of the existing CSO overflow weir that will discharge to a new manhole to the north of the weir. A 36-inch pipe would be installed using a combination of trenchless and open-cut methods. The open-cut section would be installed in a trench about 200 feet long by 7 feet wide by 30 feet deep. The trenchless section of the diversion pipe would be approximately 45 feet long.

Construction of the storage tank, pipe trench and diversion structure would require the excavation of approximately 13,000 cubic yards of soil. Backfill of the storage tank excavation would utilize approximately 4,000 cubic yards of material and approximately 60 cubic yards of material would be transported to the site for pipe bedding.

The existing residential mixed use building would not be demolished but the existing residential units and commercial uses will be vacated prior to the start of construction. The building would be utilized for contractor offices during the construction of the project.

Construction of the proposed project would begin in mid-2015 and last for approximately two years.

Public Notice and Comment Period

The public comment period for this project ended on March 19th 2014. The Land Use Application information is available at the Public Resource Center located at 700 Fifth Ave, Suite 2000¹.

ANALYSIS - SEPA

Disclosure of the environmental impacts of the proposal have been analyzed in the environmental documents prepared by King County's Department of Natural Resources and Parks — Wastewater Treatment Division. The applicants submitted an environmental checklist dated December 2013 and a threshold determination for this project dated December 18th 2013. The Department of Planning and Development has analyzed the environmental information submitted by the project applicant; and reviewed the project plans and any additional information provided. The experience of the Department with the review of similar projects forms the basis for this analysis and SEPA conditioning.

The Seattle SEPA ordinance provides substantive authority to require mitigation of adverse impacts resulting from a project (SMC 25.05.655 and 25.05.660). Mitigation, when required, must be related to specific adverse environmental impacts identified in an environmental document and may be imposed only to the extent that an impact is attributable to the proposal. Additionally, mitigation may be required only when based on policies, plans, and regulations as enunciated in SMC 25.05.665 to SMC 25.05.675, inclusive, (SEPA Overview Policy, SEPA Cumulative Impacts Policy, and SEPA Specific Environmental Policies). In some instances, local, state, or federal requirements will provide sufficient mitigation of a significant impact and the decision maker is required to consider the applicable requirement(s) and their effect on the impacts of the proposal.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA

¹ <http://www.seattle.gov/dpd/toolsresources/default.htm>

authority. The Overview Policy states in part: “*where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation,*” subject to some limitations. Under specific circumstances (SMC 25.05.665 D 1-7) mitigation can be required.

The policies for specific elements of the environment (SMC 25.05.675) describe the relationship with the Overview Policy and indicate when the Overview Policy is applicable. Not all elements of the environment are subject to the Overview Policy (e.g., Traffic and Transportation). A detailed discussion of some of the specific elements of the environment and potential impacts is appropriate.

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).

Short - Term Impacts

The following temporary construction-related impacts are expected: 1) decreased air quality due to the increase dust and other suspended particulates from construction/building activities; 2) increased noise and vibration from construction operations and equipment; 3) increased traffic and parking demand from construction personnel; 4) blockage of streets by construction vehicles/activities; 5) conflict with normal pedestrian movement adjacent to the site; and 6) consumption of renewable and non-renewable resources. Although not significant, the impacts are adverse and certain mitigation measures are appropriate as specified below.

City codes and/or ordinances apply to the proposal and will provide mitigation for some of the identified impacts. Specifically, these are: 1) Street Use Ordinance (watering streets to suppress dust, obstruction of the pedestrian right-of-way during construction, construction along the street right-of-way, and sidewalk repair); and 2) Building Code (construction measures in general). Compliance with these applicable codes and ordinances will be adequate to achieve sufficient mitigation and further mitigation by imposing specific conditions is not necessary for these impacts. The other short-term impacts not noted here as mitigated by codes, ordinances or conditions (e.g., increased traffic during construction, additional parking demand generated by construction personnel and equipment, increased use of energy and natural resources) are not sufficiently adverse to warrant further mitigation or discussion.

Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality and will require permits for removal of asbestos or other hazardous substances during demolition. The applicant will take the following precautions to reduce or control emissions or other air impacts during construction:

- During demolition, excavation and construction, debris and exposed areas will be sprinkled as necessary to control dust and truck loads and routes will be monitored to minimize dust-related impacts.
- Using well-maintained equipment and avoiding prolonged periods of vehicle idling will reduce emissions from construction equipment and construction-related trucks.
- Using electrically operated small tools in place of gas powered small tools wherever feasible.
- Trucking building materials to and from the project site will be scheduled and coordinated to minimize congestion during peak travel times associated with adjacent roadways.

Traffic and Circulation

Site preparation would involve the removal of the existing on-site building and asphalt pavement; and excavation for the proposed storage tank and diversion structure. Approximately 9,000 cubic yards of material would be excavated and removed from the site and 60 cubic yards of material would be transported to the site for pipe bedding.

Existing City code (SMC 11.62) requires truck activities to use arterial streets to every extent possible. Traffic impacts resulting from the truck traffic associated with the removal of the existing building and excavation for the foundation of the proposed building will be of short duration and mitigated in part by enforcement of SMC 11.62. This immediate area is subject to traffic congestion during the PM peak hours, and large trucks turning onto arterial streets would further exacerbate the flow of traffic. Pursuant to SMC 25.05.675 B (Construction Impacts Policy) and SMC 25.05.675 R (Traffic and Transportation) additional mitigation is warranted.

The construction activities will require the export/import of material from the site and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other building materials to the site will generate truck trips. As a result of these truck trips, an adverse impact to existing traffic will be introduced to the surrounding street system, which is unmitigated by existing codes and regulations. Assuming contractors use double loaded trucks to export/import grade/file material, with each truck holding approximately 20 cubic yards of material, thus requiring approximately 453 truckloads (906 trips) to remove the estimated 9,000 cubic yards of excavated material and import 60 cubic yards of material to the site for pipe bedding.

For the duration of the grading activity, the applicant(s) and/or responsible party(ies) shall cause truck trips to cease during the hours between 4 PM and 6 PM on weekdays. This condition will assure that truck trips do not interfere with daily PM peak traffic in the vicinity. As conditioned, this impact is sufficiently mitigated in conjunction with enforcement of the provisions of SMC 11.62.

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 minimize the amount of spilled material and dust from the truck bed en route to or from a site. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Greenhouse Gas Emissions

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.

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.

Environmental Health

The goals of the proposal are to improve water quality in Lower Duwamish Waterway, protect the public health, improve the environment and meet State laws and regulations (RCW 90.48.480 and WAC 173-245-020(22)) that limit CSOs to a long-term average of no more than one discharge per year per outfall.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project construction and the project's energy consumption, are expected to 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; therefore, no further mitigation is warranted.

SEPA CONDITIONING SUMMARY

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

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

CONDITIONS – SEPA

Prior to Construction

1. Contractors and sub-contractors shall be notified in writing of the conditions imposed by this decision.

During Construction

2. For the duration of demolition/grading activity, the contractor is required to cease weekday truck trips during weekdays from 4:00 pm and 6:00 pm.
3. Trucking building materials to and from the project site shall be scheduled and coordinated to minimize congestion during peak travel times associated with adjacent roadways.
4. During demolition, excavation and construction, debris and exposed areas shall be sprinkled as necessary to control dust and truck loads and routes shall be monitored to minimize dust-related impacts.
5. Use well-maintained equipment and avoiding prolonged periods of vehicle idling to reduce emissions from construction equipment and construction-related trucks.
6. Use electrically operated small tools in place of gas powered small tools wherever feasible.

7. 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, colin.vasquez@seattle.gov or 206-684-5639) and the Washington State Archaeologist at The Department of Archaeology and Historic Preservation. Follow procedures outlined in Appendix A of Director's Rule 2-98.

Signature: _____ (signature on file) Date: November 13, 2014
Colin R. Vasquez, Senior Land Use Planner
Department of Planning and Development

CV:drm

K:\Decisions-Signed\3016336.docx