



City of Seattle
Edward B. Murray, Mayor

Department of Construction and Inspections
Nathan Torgelson, Director

**CITY OF SEATTLE
ANALYSIS AND RECOMMENDATION OF THE DIRECTOR
OF THE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS**

Application Number: 3021372
Council File Number: 314341
Applicant Name: Bonnie Lindner for King County Wastewater Division
Address of Proposal: 6185 4th Avenue South

SUMMARY OF PROPOSED ACTION

Council Land Use Action to allow a new sewage treatment facility (King County Wastewater Treatment Division/Georgetown Wet Weather Treatment Station). The project includes installation of new conveyance piping, pump station, holding tanks, related buildings and equipment. Project includes grading of over 5,000 cu. yds. of material, remediation of over 1,000 cu. yds. of contaminated soil and removal of 3 underground storage tanks. All existing structures to be demolished (six buildings). Outfall facility at 6501 1st Ave S reviewed under Project 3022084. Determination of Non-Significance prepared by King County¹.

The following approvals are required:

Council Land Use Action — to allow a sewage treatment plant in the General Industrial 2 (IG2) zone pursuant to Seattle Municipal Code (SMC) 23.50.014 D.1.

SEPA — To approve, condition, or deny — pursuant to SMC 25.05

SEPA DETERMINATION: [] Exempt [X] DNS [] EIS

[] DNS with conditions

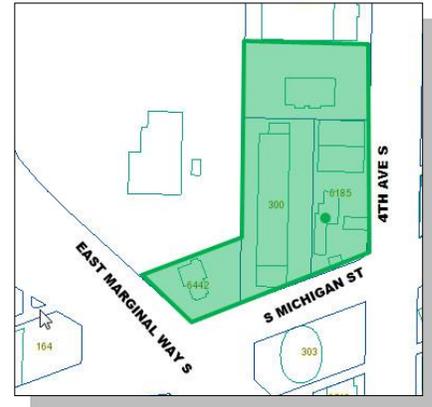
[] DNS involving non exempt grading or demolition
or involving another agency with jurisdiction.

¹ DNS issued by King County (Finaled on March 28th 2016).

BACKGROUND DATA

The sewage treatment facility would be located northwest of the intersection of 4th Avenue South and South Michigan Street in the City of Seattle's Georgetown neighborhood. The site is zoned General Industrial 2 with a base height limit of 85 feet (IG2 U/85). The following major elements would be included:

- Wastewater screening facilities
- Flow equalization basin/influent pump station
- Ballasted sedimentation and ultra-violet (UV) disinfection
- Solids holding tanks
- Ancillary facilities, including an operations support building, electrical buildings, odor control, chemical storage, and a generator to provide standby power for essential services.



Combined sewage overflows (CSO) would enter the treatment facility primarily during wet weather events. They would also occasionally enter the treatment facility during dry weather for testing and maintenance activities. Flows would first undergo screening and then enter an equalization basin (EB) that would attenuate peak flows from the conveyance system. Flows would then be pumped to the treatment facility to be treated by ballasted sedimentation and UV disinfection. The ballasted sedimentation process uses microsand-enhanced flocculation and lamellar plate settling to achieve high solids removal within a small footprint. Solids removed from the ballasted sedimentation process would be stored on-site and discharged to an existing Elliott Bay Interceptor (EBI) after a wet-weather event to ensure that they do not overload the downstream conveyance system. The treatment facility would be equipped with an odor control system which would provide foul air exhaust ventilation and treatment for multiple onsite facilities, including the Georgetown Regulator Station (described below under “Conveyance”), equalization basin, screening building, truck loadout, and solids storage. It is expected that the treatment facility would discharge treated effluent approximately 20 times per year.

Generally, treated flows would be conveyed to a new outfall structure in the Lower Duwamish Waterway (LDW) via effluent conveyance. These elements are described below. During start-up, testing, and periodic maintenance, the plant may operate during drier weather and discharge to the existing conveyance system.

Conveyance

The project includes construction of approximately 2,300 linear feet of new conveyance pipelines. The proposed conveyance system would include two new influent pipelines that would carry flow to the new treatment facility from the existing Elliott Bay Interceptor (EBI) and Michigan Trunk, and a new effluent pipeline that would convey flow from the new treatment facility to the new outfall structure. The influent line from the EBI would be approximately 260 feet long and the influent line from the Michigan Trunk would be approximately 140 feet long. The influent pipelines would range from 60 to 96 inches in diameter. The existing EBI and Michigan Trunk would be modified to accommodate the new influent pipelines. The effluent pipeline would be approximately 1,800 feet long and range from 36 to 60 inches in diameter. It may consist of two parallel pipelines.

A new regulator station, the Georgetown Regulator Station, would be constructed just northeast of the intersection of East Marginal Way S and S Michigan St and would be part of the influent conveyance. The new regulator station would be primarily underground, but would include a small aboveground

structure to house electrical and mechanical equipment. The regulator station would modulate flows from the Elliott Bay Interceptor (EBI) and the Michigan Trunk in all conditions, and would divert flows to the new treatment facility when necessary.

The existing S Michigan St Regulator Station would be modified to accommodate the proposed new operational strategy. The existing Brandon Street Regulator Station would be modified so that its diversion pipe and gate to the EBI would provide adequate capacity to convey flows from the Brandon Street basin to the EBI. This would involve replacement of an existing gate and construction of a new approximately 100-foot-long diversion pipe that would connect to the EBI via a new manhole. Additionally, approximately 50 feet of new conduit would be installed underground in public right-of-way along East Marginal Way S between the existing Brandon Regulator and the Brandon Control Building, which houses electrical and mechanical equipment for controlling the regulator station equipment.

Outfall Structure

After being treated and disinfected, effluent would travel through the new effluent pipeline to the new outfall structure and discharge to the Lower Duwamish Waterway (LDW). The new outfall structure would be located within and adjacent to the Washington State Department of Transportation (WSDOT) right-of-way area of the State Route (SR) 99/SR 509 bridge, also referred to as the First Avenue South Bridge. An above-ground air management feature would be installed upland of the outfall structure. The buried outfall structure would begin at the bank line, extend water ward to a multiport diffuser, and terminate at the face of a fender structure on the bridge. It would be held in place with concrete anchors. The approximately 250-foot long outfall pipeline would be high-density polyethylene with an approximately 54-inch outside diameter. Effluent would be discharged through a diffuser with multiple ports at the end of the outfall pipe. The diffuser would be on the surface of the sediment. No part of the structure would extend into the maintained LDW navigation channel. Areas disturbed by outfall structure construction would be restored and additional mitigation, such as shoreline habitat improvements and/or permanent removal of in-water structures, would be implemented to mitigate for impacts to the LDW.

Proposal Description

The applicant proposes to build a new combined sewer overflow (CSO) wet weather treatment facility referred to as the Georgetown Wet Weather Treatment Station (GWWTS). The facility will include: construction of a treatment facility on the northwest corner of 4th Avenue South and South Michigan Street, related conveyance pipelines, and a proposed outfall to discharge the treated water into the Lower Duwamish Waterway (LDW). When constructed, the facility will treat up to 70 million gallons of combined rain and wastewater per day that would otherwise have discharged directly to the LDW without treatment during storm events.

The project includes the following major elements:

- Regulator and conveyance pipelines to divert flows to the treatment facility
- Modifications to the existing Brandon Street and South Michigan Street Regulator Stations, which will remain in operation
- Equalization basin incorporating integral influent pump station
- Screening facilities
- High-rate clarification, using ballasted sedimentation
- Solids holding tank
- Ultraviolet disinfection

- Ancillary facilities, including an operation and maintenance support building, odor control, chemical storage, and an emergency generator
- Conveyance pipelines to convey treated effluent from the treatment facility to the proposed outfall
- Outfall extending into the Lower Duwamish Waterway (LDW)

Purpose and Need

This treatment facility is part of King County's plan to reduce combined sewer overflows into local water bodies and protect public health and the environment. In this plan, there are 14 current or approved projects left to complete to reduce overflows that occur in the regional wastewater system. Duwamish projects, including the Georgetown Wet Weather Treatment Station (GWWTS), were prioritized based on what King County heard from the community.

In Georgetown, King County will build the GWWTS to help protect the LDW from Combined Sewer Overflows (CSOs). During heavy rainstorms, the new station will clean excess sewage and stormwater before it enters the LDW. The new facility will reduce the amount of untreated wastewater entering the LDW through the existing Brandon Street and South Michigan Street CSO outfalls by 95 percent.

Seattle Design Commission

This proposal is not subject to review by the Seattle Design Commission (SDC) because it is not a City Facility.

Public Notice and Comment Period

The public comment period for this project ended on January 13th 2016. No public comments were received. The Land Use Application information is available at the Public Resource Center located at 700 Fifth Ave, Suite 2000².

ANALYSIS — COUNCIL LAND USE ACTION

SMC 23.50.014 A. Criteria for All Conditional Uses. All conditional uses are 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 treatment facility will not be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located due to the following reasons:

Combined Sewer Overflow (CSO) Reduction – King County Wastewater Treatment Division (WTD) is constructing the facility, in fact, to protect public health and the environment during heavy rains when stormwater mixed with sewage can overflow into local waterways, including the Lower Duwamish Waterway (LDW).

Washington Department of Ecology (Ecology) requires that CSO outfalls average no more than one untreated discharge per year, based on a 20-year moving average. Currently, King County WTD is

²<http://www.seattle.gov/dpd/aboutus/whoweare/publicresourcecenter/default.htm>

unable to consistently meet the Ecology performance standard for combined sewer overflow (CSO) control at the existing South Michigan Street and Brandon Street CSO Outfalls which currently discharge on average approximately 7 times and 31 times per year, respectively. This treatment facility will control the existing South Michigan Street and Brandon Street CSOs to a long-term average of no more than one untreated discharge per year per outfall. The new facility will treat excess sewage and stormwater before it enters the LDW, reducing the amount of untreated wastewater entering the LDW from these CSO outfalls by 95 percent.

Contamination Removal – The treatment facility site contains four parcels with different historical uses and potential for soil and groundwater contamination. The parcel located in the southeast corner of the site (Tayag's Auto Repair) is included on Ecology's cleanup lists, related to its use for automotive repair and as a gas station. Furthermore, older buildings on the site that would be demolished as part of the proposed treatment facility likely contain lead-based paint, asbestos, and potentially other hazardous materials. Removal of soil from one area that housed several underground storage tanks was completed in 2007; however, Ecology has documented that residual contaminated soil and groundwater remain at this location near and under the buildings. It is anticipated that during site preparation that this residual contaminated soil will be removed (currently estimated up to 1,000 cubic yards). In addition, on the Tayag's Auto Repair site, there are three documented underground storage tanks (USTs) still in place which will be removed during the site preparation. According to Department of Ecology records, there are two 6,000 gallon capacity tanks and one 8,000 gallon capacity tank. It is assumed that there will be some level of contaminated soil removal following the tank removals, similar to many gas station underground storage tank replacements (currently estimated at up to 150 cubic yards of soil).

The other three treatment facility parcels do not have known soil or groundwater impacts documented by Ecology. However, given the current and past heavy industrial use of the area and Ecology's documented, area wide groundwater plumes to the north of the proposed treatment facility parcels, these other properties may have contaminated soils and/or contaminated groundwater. For planning purposes, it is currently estimated that up to 1,200 cubic yards of soil with petroleum and metals contamination from past heavy industrial use may be encountered and removed during the site preparation. King County Wastewater Treatment Division (WTD) will be developing more detailed plans for the removal and disposal of contaminated and hazardous materials on the project site in accordance with applicable regulatory requirements.

2. The benefits to the public that would be provided by the use shall outweigh the negative impacts of the use.

This treatment facility is part of the Control Plan Amendment that will reduce combined sewer overflows into local water bodies and protect public health and the environment. In Georgetown, the facility will help protect the Lower Duwamish Waterway (LDW) from CSOs. During heavy rainstorms, the new station will treat excess sewage and stormwater before it enters the LDW. The new facility will reduce the amount of untreated wastewater entering the LDW from the Brandon Street and South Michigan Street CSO outfalls by 95 percent.

As such, the public benefits of the treatment facility will outweigh negative impacts of the use.

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.

The applicant is currently working with its architectural consultant and the department staff to ensure that suitable landscaping and screening components are incorporated into the treatment facility to the maximum extent practicable.

The applicant will pursue an Envision™ Platinum rating, in conjunction with the King County Sustainable Infrastructure Scorecard. Envision™ is the product of a joint collaboration between the Zofnass Program for Sustainable Infrastructure at the Harvard University Graduate School of Design and the Institute for Sustainable Infrastructure. Envision™ provides a framework for evaluating and rating the community, environmental and economic benefits of all types and sizes of infrastructure projects. It evaluates, grades, and gives recognition to infrastructure projects that use transformational, collaborative approaches to assess the sustainability indicators over the course of the project's life cycle.

Proposed landscaping on the treatment facility site will include approximately 39,000 square feet of new landscaped area consisting of trees, shrubs, grasses, and a green roof. Approximately 10,000 square feet of the total will be reinforced turf permeable pavement.

Screening, such as fencing, screen walls, and landscaping will be placed around the facility site along 4th Avenue South and South Michigan Street. A perimeter fence will be placed around the other sides of the facility.

Vehicular access to the site is currently located on 4th Ave S and S Michigan St. New vehicular would be located at the northeast corner of the site on 4th Ave S. The existing vehicle access points would be removed and the rights of way improved to Seattle Department of Transportation (SDOT) standards. The new vehicular access would be compatible for the proposal and the existing uses within the surrounding area and mitigate adverse impacts.

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 facility will not generate significant vehicular traffic, odors, or air pollution. Operational traffic will be minimal because of the seasonal and intermittent operation of the facility. Potential impacts from noise, odors, and air pollution are discussed in detail in the following sections. The presence and operation of the facility will not preclude or impair continued operation of existing adjacent uses (industrial, commercial, or residential). There is a Memorandum of Understanding in place for this treatment facility with King County, the City of Seattle, and Prologis, L.P. for the adjacent Georgetown Crossings Project proposed by Prologis. The Georgetown Crossings Project includes construction of a two-story light industrial facility. The applicant will be working with department staff and Prologis during development of the facility to ensure that these proposed uses are compatible. Likewise, the facility will not preclude the development or redevelopment of currently underdeveloped properties in the area.

Land use impacts include displacement of 12 businesses (two landlord businesses and ten tenants) currently located on the four parcels that King County is acquiring for the site. These types of services are not unique to the Georgetown neighborhood, and similar businesses are located in the surrounding area. Based on ongoing discussions with the displaced tenants would like to relocate elsewhere in the South Park/Georgetown area or to the SoDo District.

King County will follow applicable federal, state, and local requirements for property acquisition, compensation, and relocation (Seattle Municipal Code, Chapter 20). All structures will be demolished on these four properties. The parcel on which Taco Time is currently located could potentially be resold after construction is complete; however, there will be constraints on the property (such as easements) due to the location of conveyance facilities (below-grade) and the Georgetown Regulator Station (above-grade).

The applicant will work with department staff to ensure negative impacts will be avoided or reduced within the vicinity of the treatment facility.

5. In areas covered by Council-adopted Neighborhood Plans that were adopted after 1983, uses shall be consistent with the recommendations of the plans.

The proposal is located within the Greater Duwamish Manufacturing/Industrial (M/I) Center. A Neighborhood Plan for the Greater Duwamish M/I Center was developed in 1999 and passed by the City Council in 2000.

Land Use Matrix of the Neighborhood Plan, utilities such as sewage treatment plants (including wet-weather treatment stations) should be considered a Council Conditional Use in the IG2 zone, as is consistent with current regulations.

Compliance with the following recommendations of the plan is presented below:

- *Policy EC 1.6: Preserve land in the Duwamish M/I Center for industrial activities such as manufacturing, warehousing, marine uses, transportation, utilities, construction and other related industrial sectors.*

Response: The utility use (wet weather treatment facility) will operate with a similar “look and feel” as these listed industrial activities. An architectural rendering of the station is included in the plans submitted.

- *Policy EC 3.5: Separate industrial processes and functions from residences and the general public.*

Response: The facility will be effectively screened from the residences at Martin Court Apartments, which is located on the northeast corner of 4th Avenue South and South Michigan Street across the street from the proposed building façade. There will be street trees and landscaping planted along 4th Avenue South, which currently has none, and the operations and

maintenance building may have a green roof. Design of the facility will be compatible with surrounding uses. See Drawings 000-A101 through 100-L505 in the submitted plan set for more information on screening and landscaping.

D. Council Conditional Uses. The following uses are identified as Council conditional uses on Table A of Section 23.50.012 and may be permitted by the Council when provisions of this subsection and subsection A are met:

1. Sewage treatment plants may be permitted as a Council conditional use in General Industrial 1 (IG1), General Industrial 2 (IG2) and Industrial Commercial (IC) zones according to the following criteria:

a. The plant shall be located so that adverse impacts would not affect large concentrations of people, particularly in residential and commercial areas;

Surrounding properties are largely industrial or commercial, with the exception of the Martin Court Apartments, which contains 41 subsidized housing units and is located on the northeast corner of 4th Avenue South and South Michigan Street. To ensure the local community is full engaged with this proposal, the applicant has formed a Design Advisory Group (DAG) that meets regularly to discuss the proposal and to voice comments on the design of the facility. The Design Advisory Group (DAG) is comprised of interested Georgetown stakeholders who represent the diverse interests of the neighborhood. The group met regularly at the start of the design process to ensure that the architecture and landscaping would reflect the community's values. As design proceeds, the DAG will meet at major milestones to ensure that the design continues to align with those values.

Residential Areas:

Criteria were developed and refined throughout the Georgetown Wet Weather Treatment Station (GWWTs) siting process to evaluate and narrow the number of treatment facility sites under consideration. Criteria included those related to community and social justice, including minimizing construction impacts and minimizing potential negative long-term community impacts.

The Environmental Protection Agency has directed the Washington State Department of Ecology to identify and address any "disproportionally high and adverse human health or environmental effects" on minority, tribal, or low-income populations resulting from projects funded through the Water Pollution Control Revolving Fund (SRF) program. As such, all SRF recipients with wastewater construction projects, including King County Wastewater Treatment Division (WTD) for this treatment facility, must identify steps they are taking to ensure environmental justice issues are addressed. A technical memorandum has been prepared addressing environmental justice, which concluded that there would be no disproportionate high and adverse impacts on environmental justice populations. Most of the adverse effects associated with this treatment facility will occur during construction and will be minor and temporary.

Given the presence of minority and low-income populations in the surrounding area, enhanced public outreach has been initiated to meet King County's Equity and Social Justice (ESJ) Ordinance. The ordinance calls for King County to consider ESJ impacts in all decision-making

so that decisions increase fairness and opportunity for all people, particularly people of color, low-income communities and people with limited English proficiency. An ESJ Action Plan is under development to consider how the treatment facility affects (both negatively and positively) the determinants of equity for near neighbors. The plan makes recommendations to mitigate negative impacts. A public involvement effort for the treatment facility began in early 2014, based on King County's Community Engagement Guide. A variety of targeted outreach approaches have since been employed, and will continue to be implemented, throughout the life of the treatment facility.

Commercial Areas:

Four parcels will be acquired by King County and used for the treatment facility. This will include the displacement of 12 businesses (2 landlord and 10 tenants) currently located on the parcels. King County will follow federal, state, and local requirements for property acquisition, compensation, and relocation (Seattle Municipal Code, Chapter 20).

Property owners or businesses displaced by the proposed treatment facility will receive relocation assistance from King County, if eligible for relocation benefits, in accordance with the provisions of the King County Real Property Acquisition and Relocation Policy, Procedures, and Guidelines.

King County will acquire necessary property at fair market value and provide relocation assistance to qualified property owners and qualified tenants. The County will follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act (49 Code of Federal Regulations, Part 24) and the Washington State law covering property acquisition (Revised Code of Washington [RCW] Chapter 8.26 and Washington Administrative Code [WAC] Title 468-100) to provide consistent treatment, to minimize hardship of persons displaced as a direct result of the proposed treatment facility, and to seek cooperative settlements of property acquisitions and relocation claims.

b. The negative impacts of the use can be satisfactorily mitigated by imposing conditions to protect other property in the zone or vicinity and to protect the environment.

Appropriate mitigation measures shall include but are not limited to:

(1) A facility management and transportation plan shall be required. The level and kind of detail to be disclosed in the plan shall be based on the probable impacts and/or scale of the proposed facility, and shall at a minimum include discussion of sludge transportation, noise control and hours of operation, and shall be incorporated into the design and operation of the facility;

Biosolids:

Conveyance of biosolids generated by the facility will rely on pipelines conveying the solids to the Elliot Bay Interceptor (EBI) and then onto the West Point Treatment Plant; no trucking of biosolids is proposed.

Noise Control:

Operation of the treatment facility will produce minor levels of noise, localized to the treatment facility site, but will result in an overall reduction in noise currently produced on the site. The treatment facility will be operated intermittently, only approximately 20 times per year, which minimizes the periods when noise is produced. During operation, the station will use six vertical turbine electric pumps and ventilation fans, which are not anticipated to approach or exceed maximum permissible environmental noise levels of 70 dBA for the surrounding industrial district. All regularly operated noise generating equipment will be housed within the structures. Motors for the influent pumps will be located outside. If determined necessary, based on actual facility design, technologies and insulation strategies could be used to further reduce noise from operational equipment.

Noise from vehicular traffic created by operation and maintenance of the proposed treatment facility will be incidental in relation to the existing traffic use of surrounding arterial roadways. These trips are estimated at 3 round trips per event (20 events per year) and one round trip per week, for an estimated 112 total round trips per year.

All regularly operated noise generating equipment will be housed within structures. The backup generator will be housed in a noise-attenuation enclosure as well. If determined necessary, based on actual facility design, technologies and insulation strategies could be used to further reduce noise from operational equipment.

Noise associated with the odor control system will come from two primary sources: exhaust fans and the treated air discharge. The exhaust fans will radiate noise from the main fan housing as well as the motor assembly. A portion of the radiated noise will travel down the ductwork to the discharge outlet.

As the fans will be located outside, noise mitigation will require either sound-attenuating wraps around the fan housing or a prefabricated walk-in enclosure. A full walk-in enclosure for each exhaust fan is assumed, and will be designed to reduce noise emissions as necessary to meet the site conditions required by the Seattle Municipal Code. In addition, silencers will be included on each treated air discharge to mitigate noise at the exhaust outlet.

Hours of Operation:

During wet weather, the treatment facility will be operated intermittently until the event subsides, approximately 20 times per year, during rain events which are significant enough to create the overflow conditions requiring this facility.

During dry weather, maintenance staff will access the site approximately once per week to check and maintain the equipment.

Transportation – Operations:

A Traffic and Transportation Technical Memorandum has been prepared for this treatment facility, and is summarized below.

The proposed facility will generate very little vehicular traffic unless there is a treatment event (estimated to occur 20 times per year or less). However, the parking, storage, and small office facilities could result in approximately 3 round-trips on a weekly basis. The land uses currently on-site generate a substantial amount of traffic, and the proposed treatment facility will remove much of that traffic from the surrounding street system.

Transportation – Construction:

Construction impacts will result from vehicles carrying workers and materials (including supplies and equipment) to the project area and off-haul of excess spoils generated during construction. These impacts will be temporary.

Workers and materials are expected to travel to and from the site primarily via SR 99 and I-5. Smaller amounts of traffic could use 1st Avenue South, 4th Avenue South (north of the site), or East Marginal Way South (south of the site). Trucks are expected to use either: (1) the First Avenue South Bridge (SR 99/SR 509) to go to and from the south, or (2) South Michigan Street between the site and I-5 to go to/from either north or south.

The preliminary construction schedule indicates about four years’ worth of activities (2018-2021). This period is divided into four phases for the purpose of estimating construction traffic by type. Construction traffic estimates are shown in Table 1 by type—concrete trucks, other trucks, and employees.

Table 1: Construction Traffic Estimates (Trips/Day) by Type and Construction Phase

Phase	By Concrete Trucks	By Other Trucks	Employee Trips	Total
1: Demolition and Site Preparation	-	20	80	100
2: GWWTS Structure and Conveyances	40	10	160	210
3: GWWTS Finish and Outfall	10	10	160	180
4: Startup/Testing	-	-	20	20

Assumption: A vehicle makes two trips: one to the site and one to leave the site. Forty employees make 80 site trips per day.

For approximately the first year, site demolition and grading at the treatment facility site will be the only major activities conducted for the project. This work is expected to generate up to 20 truck trips per day, with one quarter of those in the morning peak hour. Additional truck trips may be required to conduct site remediation, which will be determined during final design of the treatment facility. Employee traffic during this phase will consist of approximately 40 on-site employees making 80 trips (40 in in the morning, 40 out in the afternoon). Employees could include construction workers, supervisors working for the construction company or its subcontractors, as well as inspectors working for the project’s engineers, King County, or its designees.

Following site demolition and grading, major activities will include treatment facility construction and construction of the diversion and conveyance structures. These activities will occur concurrently over a year and a half (early 2019 through approximately mid-2020). During this time, concrete construction will occur on various parts of the treatment facility site, including the below-grade Influent Pump Station and Equalization Basin, and at the conveyance structures. Because the building is small and relatively specialized, concrete truck traffic is expected to remain low, with an estimated volume of 20 trucks (40 trips) on typical construction days, though individual activities of short duration could result in more intensive truck count levels. Delivery of materials and equipment is expected to generate up to 10 trucks per day. Construction employee traffic is expected to be double that of the demolition phase, at up to 80 employees making 160 trips per day (80 in, 80 out).

Building construction and site improvements are expected to occur at the same time as proposed outfall construction, for a period of approximately 8 months (late 2020 through mid-2021). Construction is anticipated to generate fewer concrete truck trips than the previous phase (10 trips per day), but the same level of other delivery truck traffic and employee activity.

The final construction period (mid- to late 2021) is reserved for Georgetown Wet Weather Treatment Station (GWWTs) start-up and testing. With no construction activities during this period, traffic will generally be restricted to employees. Ten on-site employees making 20 trips per day (10 in, 10 out) are anticipated during this period.

The site is expected to be large enough to handle most material storage/handling requirements on-site, with minimal need for lane closures. Employee parking is expected to be negotiated between King County and the construction contractor, but could involve some employees using existing on-street parking.

(2) Measures to minimize potential odor emission and airborne pollutants including methane shall meet standards of and be consistent with best available technology as determined in consultation with the Puget Sound Clean Air Agency (PSCAA), and shall be incorporated into the design and operation of the facility;

Air Quality/Emissions during Operation:

The facility will be used only during rain events significant enough to create the overflow conditions requiring this facility. During such events a few staff may be needed for operations at the facility. In between such events, there may be occasional visits to the facility by maintenance staff. Both operational and maintenance staff will generate a very small number of vehicle trips for these operational phase activities.

The nominal 500 kilowatt (kW) emergency generator is expected to operate only up to 500 hours per year, considering both maintenance and testing use (probably an hour or two per month) and emergency use. Estimated emissions are far below major source thresholds for criteria air pollutants (i.e., 250 tons/year) and are not expected to significantly impact air quality locally or regionally. Based on expected emission

amounts and types, the only permit action anticipated is the filing of a Registration with the Puget Sound Clean Air Agency (PSCAA), per Regulation 1, Article 5 of the PSCAA regulations.

Greenhouse Gas Emissions:

Operation of the treatment facility will generate greenhouse gas (GHG) emissions from the operation of gasoline fueled personnel vehicles. For analysis purposes, it was assumed that 2 full time employees will require 0.5 round trips/day (one trip every other day) over the lifespan of the facility. This will require about 138,200 gallons of fuel, which will result in GHG emissions of about 1,520 metric tons (MT) of carbon dioxide equivalent (CO_{2e}). Annualized, this will equate to about 31 MT of CO_{2e} per year. The embodied energy required for the treatment facility will add an additional 84 MT of CO_{2e} per year during operations. Facility process operations will create another 23,000 MT of CO_{2e}, annualized to about 460 MT of CO_{2e} per year. The total annual GHG emissions during operations will represent about 0.006 percent of the total CO_{2e} emissions in the state of Washington (that is, 9.58 million MT of CO_{2e} per year).

There is no standard significance threshold for greenhouse gas emissions in the SEPA rules (WAC 197-11-330). However, Chapter 173-441 WAC – Reporting of Emissions of Greenhouse Gas, as adopted by Ecology, requires mandatory greenhouse gas reporting for facilities that emit at least 10,000 MT of GHG per year in Washington. Over the lifecycle of the treatment facility (approximately 55 years, including both construction, operations, and embodied energy), the treatment facility will be expected to emit approximately 44,700 MT of CO_{2e}. On an annual basis during construction, the treatment facility will emit about 3,200 MT of CO_{2e}. During operations, annual emissions are estimated as about 574 MT of CO_{2e}.

For operation, the appropriate mitigation measure for emissions will be as follows:

- Observe diesel generator exhaust during periodic testing, and if there is visible smoke even after the unit has warmed up, then initiate repairs as needed.

Nuisance Odors:

Given the facility will treat wastewater during and after rain events that cause combined sewer overflow (CSO) conditions, there is a potential for odors from the water/solids storage and treatment processes. The facility will be designed to minimize such odors by enclosing nuisance odor sources and treating foul air by carbon absorption, and such that additional emission control devices (e.g., covers) could be added if any open-air processes are found to cause odors that migrate off-site. Dispersion modeling is currently being done to confirm any potential odor impacts the facility may create at the fence line, allowing for validation of the mitigation measures included in the design. Once the modeling is finalized, it will be forwarded to the City of Seattle for review.

For operation, the appropriate mitigation measures related to nuisance odors will be as follows:

- During CSO operations, make site boundary surveys to note whether any objectionable odors are leaving the site, and if so, initiate investigation of the source(s) and application of additional control measures (such as covers and gas treatment/scrubbing) as needed to eliminate off-site migration of odors.

Air Quality/Emissions during Construction:

The emissions due to treatment facility construction will consist of mobile equipment exhaust emissions and fugitive dust from excavation and other earthmoving activities. The exhaust emissions will be intermittent and spread across the site, and are not expected to affect attainment status of the project area. The fugitive dust emissions, if not properly managed, could cause significant local impacts during high wind episodes. However, proper mitigation of such emissions, including application of water or other dust suppressants, can keep fugitive dust from being a threat to the National Ambient Air Quality Standards (NAAQS) attainment for this area.

A modest workforce will be needed for construction, but the vehicle-related emissions from these workers traveling to the job site daily will not be a significant portion of metro-wide commuting emissions and impacts will be temporary.

Odors are not anticipated to be a significant concern during construction. The primary issue could be if the construction equipment engines are not properly maintained and/or are burning excessive oil, this could create a visible and odorous plume. Mitigation will be to repair or replace any equipment that is constantly smoking due to oil consumption.

Construction of the treatment facility will generate greenhouse gas (GHG) emissions from the operation of diesel fueled construction equipment and gasoline fueled personnel vehicles.

For construction, the appropriate mitigation measures will be as follows:

- Repair/replace any continuously smoking engines (i.e., not including startup and transient load conditions)
- Apply water or other approved dust suppressants as needed to minimize fugitive dust during earthmoving operations.
- Conduct street sweeping of any dirt tracked onto adjoining paved areas.

Noise during Construction:

Typical construction noises will be created from engine-powered construction equipment such as dump trucks, excavators, concrete mixer, and flatbed trucks (see Table 2). Other noise sources will include impact tools, which should be limited to hoe-rams (concrete breaker mounted on heavy equipment) and jackhammers (human-operated) at the proposed treatment station site.

At a distance of 50 feet, the noise level generated by construction activities would range from approximately 80 “A-weighted” decibels (dBA) to 90 dBA. These represent anticipated levels without implementation of any noise control and reduction strategies.

Table 2: Approximate Sound Levels from Construction Equipment¹

Equipment ²	Sound Level, dBA (at 50 feet)	Acoustical Usage Factor ³ , %	Impact Device ⁴ ?
Hoe-ram (concrete breaker)	90	20	Yes
Jackhammer	85	20	Yes
Dozer	85	40	No
Excavator	85	40	No
Crane, mobile	81	16	No
Concrete mixer truck	85	40	No
Concrete pump truck	82	20	No
Flatbed truck / dump truck	84	40	No
Backup warning alarm	85	5	No

1: “Slow” time weighting at a distance of 50 feet.

2: Generic equipment titles are listed.

3: Percent of time in each hour equipment generates sound.

4: Creates impact sound subject to additional Code limits delineated in SMC 25.08.425

Source: FHWA Specification 721.560 and FHWA Construction Noise Model Database

Construction noise will be intermittent, occurring at different times and at various locations in the treatment facility site and along the conveyance / outfall corridor during the approximately 5-year construction period. The maximum noise levels of construction equipment will be similar to the typical maximum noise levels from construction equipment shown in Table 5, and during most periods of construction the noise level will likely be lower. The project will comply with any SDOT requirements for noise impacts within rights-of-way; noise within the shoreline environment can be found in the project Shoreline Conditional Use Permit package being submitted separately under Seattle DCI Project #3022084.

Construction of the proposed treatment facility at the Georgetown Wet Weather Treatment Station (GWWTS) will result in a short-term increase in noise. However, almost all noise generating construction activity would occur during normal construction hours (between 7 a.m. and 10 p.m., per SMC 25.08.425.A). Sounds at or below 95 dBA (as measured at 50 feet or the adjacent property line, whichever is greater) resulting from construction activity are allowed within industrial districts. In addition, sounds originating from temporary construction sites as a result of construction activity are exempt from the requirements of WAC 173-60 as long as they occur during normal construction hours.

All construction activities will occur in an existing loud to very loud noise environment. While proposed construction will generate noise, the perceived impact of construction noise will be reduced by the existing noisy environment.

In general, noise generated by construction of the treatment facility will occur between 8 a.m. and 5 p.m., further limiting potential short-term impacts to the adjacent residential receptor at 6188 4th Avenue South (Martin Court Apartments) and commercial receptors surrounding the treatment facility site. In addition, noise generated from treatment facility construction will generally be at or below 85 dBA (based on maximum expected construction sound levels specified in the Table 2 above).

Several measures to reduce or control noise impacts may be utilized during construction, including requiring that equipment engines not be allowed to idle for longer than 5 minutes at the construction site.

Before and during the entire construction period, King County Wastewater Treatment Division (WTD) community relations staff will assist citizens by providing up-to-date information on proposed construction activities and responding to noise complaints. WTD staff will work in close coordination with the contractor to ensure that the public is kept aware of any changes to the work environment that may affect construction noise levels, and that all complaints are addressed in a timely and effective manner.

Operation Noise:

Operation of the proposed treatment facility will produce minor levels of noise, localized to the treatment facility site, but will result in an overall reduction in noise currently produced on the site. The treatment facility will be operated intermittently, approximately 20 times per year, which minimizes the periods when noise is produced. During operation, the station will use six vertical turbine electric pumps and ventilation fans, which are not anticipated to approach or exceed maximum permissible environmental noise levels of 70 dBA for the surrounding industrial district. All regularly operated noise generating equipment will be housed within the structures. Motors for the influent pumps will be located outside. If determined necessary, based on actual facility design, technologies and insulation strategies could be used to further reduce noise from operational equipment.

Noise from vehicular traffic created by operation and maintenance of the proposed treatment facility will be incidental in relation to the existing traffic use of surrounding arterial roadways. These trips are estimated at 3 round trips per event (20 events per year) and one round trip per week, for an estimated 112 total round trips per year.

All regularly operated noise generating equipment will be housed within structures. The backup generator will be housed in a noise-attenuation enclosure as well. If determined necessary, based on actual facility design, technologies and insulation strategies could be used to further reduce noise from operational equipment.

Noise associated with the odor control system will come from two primary sources: exhaust fans and the treated air discharge. The exhaust fans will radiate noise from the main fan housing as well as the motor assembly. A portion of the radiated noise will travel down the ductwork to the discharge outlet.

As the fans will be located outside, noise mitigation will require either sound-attenuating wraps around the fan housing or a prefabricated walk-in enclosure. A full walk-in enclosure for each exhaust fan is assumed, and will be designed to reduce noise emissions as necessary to meet the site conditions required by the Seattle Municipal Code. In addition, silencers will be included on each treated air discharge to mitigate noise at the exhaust outlet.

(3) Methods of storing and transporting chlorine and other hazardous and potentially hazardous chemicals shall be determined in consultation with the Seattle Fire Department and incorporated into the design and operation of the facility;

Chlorine will not be used at the Georgetown Wet Weather Treatment Station (GWWTS) for disinfection; rather, ultraviolet disinfection will be used.

The treatment facility will use caustic soda (sodium hydroxide) as a chemical additive to support the treatment process. Caustic soda is used in many industries, mostly as a strong chemical base in manufacturing and as a cleaning agent.

Small quantities of sodium hypochlorite (bleach) will be used in the treatment facility between CSO events to reduce undesirable biological growth in process tanks and reduce odors. Sodium hypochlorite will not be discharged into the Lower Duwamish Waterway (LDW).

Both caustic soda and sodium hypochlorite are classified as hazardous substances.

Small amounts of fuels and other similar materials could also be used and stored on site. Access to chemicals will be controlled to ensure safety, and appropriate secondary containment for treatment chemicals will be provided as required by the National Fire Protection Association (NFPA) standards, and King County requirements and standards of practice. Accordingly, reasonably foreseeable upset and accident conditions are not expected to result in a significant hazard to the public or environment.

Potential safety concerns for the public and workers operating the facility were integrated into the design for the facilities. Federal, state, and local safety requirements for the operation of the facility will be met.

(4) Vehicular access suitable for trucks shall be available or provided from the plant to a designated arterial improved to City standards; and

Workers and materials are expected to travel to and from the site primarily via SR 99 and I-5. Smaller amounts of traffic could use 1st Avenue South, 4th Avenue South (north of the site), or East Marginal Way South (south of the site). Trucks are expected to use either (1) the First Avenue South Bridge (SR 99/SR 509) to go to and from the south, or (2) South Michigan Street between the site and I-5 to go to/from either north or south.

Streets surrounding the Georgetown Wet Weather Treatment Station (GWWTs) site, including 4th Ave South, South Michigan Street, and East Marginal Way South are all classified as Principal Arterials by the City of Seattle. Such arterials are suitable for trucks and other vehicular access.

(5) Landscaping and screening, separation from less-intensive zones, noise, light and glare controls, and other measures to insure the compatibility of the use with the surrounding area and to mitigate adverse impacts shall be incorporated into the design and operation of the facility.

Proposed landscaping on the treatment facility site will include approximately 39,000 square feet of new landscaped area consisting of trees, shrubs, grasses, and a green roof. Approximately 10,000 square feet of the total will be reinforced turf permeable pavement. See Drawings 100-L501 through 100-L505 of the submitted plan set for landscaping information.

The applicant will pursue an Envision™ Platinum rating, in conjunction with the King County Sustainable Infrastructure Scorecard. Envision™ is the product of a joint collaboration between the Zofnass Program for Sustainable Infrastructure at the Harvard University Graduate School of Design and the Institute for Sustainable Infrastructure. Envision™ provides a framework for evaluating and rating the community, environmental and economic benefits of all types and sizes of infrastructure projects. It evaluates, grades, and gives recognition to infrastructure projects that use transformational, collaborative approaches to assess the sustainability indicators over the course of the project's life cycle.

An eco-charrette for this project was conducted on December 16, 2014, in accordance with County requirements for all capital projects. Attendees included members from King County King County Wastewater Treatment Division (WTD), King County GreenTools Program, and the project design team. Strategies identified at the eco-charrette serve as a starting point for achieving project goals, satisfying certain credits in the Envision™ rating system, and identifying opportunities to achieve exemplary sustainability performance within the existing project schedule and budget. The eco-charrette focused on the following areas: Community and Equity/Social Justice, Natural World and Resilience, and Resource Use and Emissions. Screening, such as fencing, screen walls, and landscaping, will be placed around the GWWTs facility site along 4th Avenue South and South Michigan Street. A perimeter fence will be placed around the other sides of the facility.

An architectural rendering is provided. Architectural site plans are provided in the submitted plan set (see Drawings 000-A101 through 000-A103).

Exterior lighting will be installed around the facility over building entrances and along the outside walls. Lighting will be directed downward and otherwise mitigated so as not to increase glare from the Georgetown Wet Weather Treatment Station (GWWTs) facility.

RECOMMENDATION – COUNCIL APPROVALS

Seattle DCI **recommends approval** of the proposal.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this treatment facility was made in the environmental checklist submitted by the applicant. The information in the checklist, supplemental information provided by the applicant, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 23.05.665) discusses the relationship between the City's code/policies and environmental review. 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 limitation”.

The Overview Policy in SMC 23.05.665 D1-7 states that in limited circumstances it may be appropriate to deny or mitigate a project based on adverse environmental impacts.

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, Plants and Animals and Shadows on Open Spaces). A detailed discussion of some of the specific elements of the environment and potential impacts is appropriate.

DNS issued by King County (Finaled on March 28th 2016).

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulate from building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by construction activities; increased traffic and demand for parking from construction equipment and personnel; conflict with normal pedestrian movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources.

Several adopted City codes and/or ordinances provide mitigation for some of the identified construction related impacts. Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts, but impacts such as air quality (aka Greenhouse gas emissions), noise, and earth require further discussion.

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 due to the relatively minor contribution of greenhouse gas emissions from this treatment facility.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Construction Impacts — Noise

The project is expected to generate loud noise during construction. These impacts would be especially adverse in the early morning, in the evening, and on weekends.

The Seattle Noise Ordinance permits increases in permissible sound levels associated with construction and equipment between the hours of 7:00 AM and 10:00 PM on weekdays and 9:00 AM and 10:00 PM on weekends.

The limitations of the Noise Ordinance (construction noise) are considered in-adequate to mitigate the potential noise impacts associated with construction activities.

The SEPA Policies at SMC 25.05.675 B allow the Director to limit the hours of construction to mitigate adverse noise impacts. Pursuant to this policy and because the proposal is adjacent to a residential receptor (at 6188 4th Avenue South), the applicant will be required to limit excavation, foundation, and external construction work for this project to non-holiday weekdays between 7:00 a.m. and 6:00 p.m. It is also recognized that there are quiet non-construction activities that can be done at any time such as, but not limited to, site security, surveillance, monitoring for weather protection, checking tarps, surveying, and walking on and around the site and structure. These types of activities are not considered construction and will not be limited by the conditions imposed on this Master Use Permit.

Earth / Soils

The ECA Ordinance and Director's Rule (DR) 18-2011 require submission of a soils report to evaluate the surface and subsurface conditions of a site and provide recommendations for safe construction in liquefaction prone soils areas. Pursuant to this requirement the applicant will be submitting a geotechnical engineering study at the time of a building permit. The study will be reviewed and approved by SCDI's geotechnical experts, who will require what is needed for the proposed work to proceed without undue risk to the property or to adjacent properties.

No additional conditioning is warranted pursuant to SEPA policies.

Long-Term Impacts

Long-term or use related impacts should be mostly comparable to those already generated by the existing uses in the vicinity. Hence, long-term impacts are not considered significant because they are minor in scope.

Several adopted City codes and/or ordinances provide mitigation for some of the impacts. Specifically these are: the Seattle Building Code which provides prescriptive construction techniques and standards; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long term impacts.

Greenhouse gas emissions

Operation of the treatment facility will generate greenhouse gas (GHG) emissions from the operation of gasoline fueled personnel vehicles. For analysis purposes, it was assumed that 2 full time employees will require 0.5 round trips/day (one trip every other day) over the lifespan of the facility. This will require about 138,200 gallons of fuel, which will result in GHG emissions of about 1,520 metric tons (MT) of carbon dioxide equivalent (CO_{2e}). Annualized, this will equate to about 31 MT of CO_{2e} per year. The embodied energy required for the treatment facility will add an additional 84 MT of CO_{2e} per year during operations. Facility process operations will create another 23,000 MT of CO_{2e}, annualized to about 460 MT of CO_{2e} per year. The total annual GHG emissions during operations will represent about 0.006 percent of the total CO_{2e} emissions in the state of Washington (that is, 9.58 million MT of CO_{2e} per year).

There is no standard significance threshold for greenhouse gas emissions in the SEPA rules (WAC 197-11-330). However, Chapter 173-441 WAC – Reporting of Emissions of Greenhouse Gas, as adopted by Ecology, requires mandatory greenhouse gas reporting for facilities that emit at least 10,000 MT of GHG per year in Washington. Over the lifecycle of the treatment facility (approximately 55 years, including both construction, operations, and embodied energy), the treatment facility will be expected to emit approximately 44,700 MT of CO_{2e}. On an annual basis during construction, the treatment facility will emit about 3,200 MT of CO_{2e}. During operations, annual emissions are estimated as about 574 MT of CO_{2e}.

For operation, the appropriate mitigation measure for emissions will be as follows:

- Observe diesel generator exhaust during periodic testing, and if there is visible smoke even after the unit has warmed up, then initiate repairs as needed.

Operational activities, primarily vehicular trips associated with the treatment facility and the projects' 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 due to the relatively minor contribution of greenhouse gas emissions from this treatment facility.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

RECOMMENDATION – COUNCIL APPROVALS

Seattle DCI **recommends approval** of the proposal as designed, with the following:

Prior to Issuance of a Demolition, Grading, or Building Permit

1. If the applicant intends to work outside of the limits of the hours of construction described in item #2, a Construction Noise Management Plan shall be required, subject to review and approval by Seattle DCI, and prior to a demolition, grading, or building permit, whichever is issued first.

The Plan shall include the specific mitigation, and may include additional proposed management of construction related noise, efforts to mitigate noise impacts, and community outreach efforts to allow people within the immediate area of the treatment facility to have opportunities to contact the site to express concern about noise. Elements of noise mitigation may be incorporated into any Construction Management Plans required to mitigate any short -term noise impacts that result from the project.

During Construction

2. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7am to 6pm. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition. This condition may be modified through a Construction Noise Management Plan, required prior to issuance of a building permit as noted in condition #1.

Colin R. Vasquez, Senior Land Use Planner Date: May 19, 2016
Seattle Department of Construction and Inspections

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered “approved for issuance”. (If your decision is appealed, your permit will be considered “approved for issuance” on the fourth day following the City Hearing Examiner’s decision.) Projects requiring a Council land use action shall be considered “approved for issuance” following the Council’s decision.

The “approved for issuance” date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by Seattle DCI within that three years or it will expire and be cancelled (SMC 23-76-028). (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at prc@seattle.gov or to our message line at 206-684-8467.