



January 28, 2021

TO: Recipients of the Ship Canal Water Quality Project Final Supplemental Environmental Impact Statement

FROM: Betty Meyer, SEPA Responsible Official

SUBJECT: Addendum to the State Environmental Policy Act (SEPA) Ship Canal Water Quality Project Final Supplemental Environmental Impact Statement

PURPOSE OF THIS ADDENDUM

In December 2014, Seattle Public Utilities (SPU) issued a Final Environmental Impact Statement (FEIS) that analyzed environmental impacts of the proposed Plan to Protect Seattle's Waterways, including the proposed West Ship Canal Tunnel Project, which was subsequently renamed the Ship Canal Water Quality Project (SCWQP). Following additional planning, SPU (as SEPA lead agency for the project) issued a Final Supplemental Environmental Impact Statement (Final SEIS) for the proposed SCWQP, including the proposed Tunnel Effluent Pump Station (TEPS), in January 2017. A copy of the Final SEIS is available by clicking on the Technical Documents heading in the online project library, located here: <https://spushipcanal.participate.online/project-library>.

During subsequent design development of the TEPS, SPU identified two proposed design revisions: revisions in the electrical and ventilation elements that would increase the TEPS height, and additional street end Improvements on 24th Avenue NW. SPU has prepared this SEPA Addendum to document these proposed revisions and to assess how these revisions affect analyses in the SCWQP Final SEIS.

As lead agency, SPU has reviewed the findings and concluded the project revisions do not substantially alter the analyses of impacts contained in the FSEIS and will not result in any significant environmental impacts. This Addendum has been prepared in accordance with the authority provided in Seattle Municipal Code (SMC) 25.05.600 and in accordance with the procedures described in SMC 25.05.625.

PROJECT BACKGROUND

In some areas of the City of Seattle, sewage and stormwater runoff are collected in the same pipes, known as combined sewers. During storm events, sometimes the flow in these pipes exceeds the wastewater collection system capacity. When this occurs, the system overflows at outfall structures designed for this purpose. SPU and the King County Department of Natural Resources and Parks (DNRP) are working together to build an underground storage tunnel to reduce the frequency and volume of combined sewage discharges into the Lake Washington Ship Canal (Ship Canal), Salmon Bay, and Lake Union from outfalls in Ballard, Fremont, Wallingford, and north Queen Anne (See Attachment A – TEPS Tower and 24th Ave NW Street Improvements Site Plan). The Ship Canal Water Quality Project will convey the excess flows to a large underground storage tunnel, which will store the flows until they can be conveyed to the existing West Point Wastewater Treatment Plant in Magnolia. The proposed facilities will be owned and operated by SPU.

UPDATED INFORMATION

Revisions That Would Increase Tunnel Effluent Pump Station Height

The Final SEIS on Page 2-24 described the TEPS structure as follows: *“The original design of the TEPS was a low-rise building that would house operating equipment at the site surrounded by safety fencing. The building footprint would be approximately 8,000 square feet (SF). The maximum building height above the surrounding grade would be approximately 35 feet. It would be designed to blend in with the existing commercial setting.”*

During pump station design development, SPU identified the need to (a) relocate the heating ventilation and air conditioning (HVAC) units from belowground to above ground in order to allow safe maintenance and (b) relocate electrical elements into the upper floors of the TEPS to reduce the facility footprint. As a result of these design changes, the proposed TEPS height has increased from 35 feet to a new estimated height of approximately 80 feet. Conceptual renderings (subject to change) with the proposed change in height of the proposed facility are shown in Figures 1 through 5.

The proposed design incorporates a stainless-steel lattice top that takes cues from ship building scaffolds and gasometers in reference to the site's historic industrial character. The lattice would incorporate programmable linear light emitting diode (LED) lights.

Additional Street End Improvements on 24th Avenue NW

At the time the Final SEIS was issued, the proposed 24th Avenue NW street end improvements were limited to pavement restoration and replacement of the existing pedestrian pier. During subsequent design of the TEPS, SPU identified several additional proposed street end improvements:

- Pavement restoration of 24th Avenue NW from NW 54th Street south to the shoreline.
- Construction of a pedestrian sidewalk and parking along the east side of 24th Avenue NW in accordance with SDOT requirements. The existing pavement on the west side of 24th Avenue NW will remain and the project will preserve the existing access to a neighboring maritime business.
- Installation of green stormwater infrastructure on SPU-owned property adjacent to the sidewalk on the east side of 24th Avenue NW.
- Installation of shoreline habitat mitigation plantings, a kayak launch path, and an accessible ramp to provide public access to the shoreline, to provide shoreline habitat mitigation required by the US Army Corps of Engineers, Washington Department of Ecology, Muckleshoot Indian Tribe, Washington Department of Fish and Wildlife, and National Marine Fisheries Services.
- Installation of a public art piece at SE corner of NW 54th Street and 24th Avenue NW.

Conceptual renderings (subject to change) of the proposed street end improvements are shown in Figures 4 and 5.

All other work would be as evaluated in the Ship Canal Water Quality Project Final SEIS. No additional technical reports have been prepared that directly relate to the proposed revisions.

CHANGES TO ENVIRONMENTAL ELEMENTS

Visual Quality

As described in the Final SEIS, the zoning for the parcels at the TEPS site is General Industrial (IG2 U/65 and IG1/U65). Seattle Municipal Code (SMC) section 23.50.022 states that there is no maximum height limit in IG1 or IG2, except for commercial uses. The TEPS structure is a utility use, for which there is no height restriction. The TEPS structure is also outside of the shoreline district. Seattle Department of Construction and Inspections (SDCI) staff have confirmed that there is no height restriction under the current SMC. It is the City's policy to protect public views of significant natural and human-made features, including Mount Rainer, the Olympic and Cascade Mountains, the Downtown skyline, Puget Sound, Lake Washington, Lake Union, and the Ship Canal, from public places consisting of the specified viewpoints, parks, scenic routes, and view corridors, identified in Attachment 1 to Seattle Municipal Code Section 25.05.675. These public views are referred to as "SEPA protected views" for purposes of evaluating impact analyses. As described in the 2014 Plan FEIS, there are no SEPA protected views under the SMC at any of the project locations that will result in additional public view blockage from public places. Therefore, from a code perspective, the proposed TEPS height would comply with the zoning allowances per SMC and no significant adverse impacts are expected.

The Final SEIS also discussed the general visual character of the upland area, which is currently dominated by commercial and industrial uses. Existing uses on adjacent upland properties include a two-story office/warehouse building, a boat repair yard, and a fishery supply store. There is a current development proposal by C.D. Stimson Co. to construct a new five-story office building on the adjacent parcel to the southeast of the TEPS site. Adjacent waterward uses include a private covered marina and several piers for commercial boat moorage, boat repair, and recreational use. Since issuance of the Final SEIS, additional multi-story office, commercial, industrial, and residential buildings have begun or have been constructed in the general vicinity of the proposed TEPS facility.

From a visual perspective of a pedestrian walking near the proposed revised TEPS structure or from the view that occupants in a vehicle would have driving by the site, the proposed new height of the TEPS structure would be noticeable. However, the proposed new height of the structure would not be out of scale with existing surrounding buildings and uses in the immediate area and with other multi-story high buildings currently located along Shilshole Avenue NW. Given the context of a variety of multi-story smaller-scale and larger-scale buildings in the immediate area and along Shilshole Avenue NW, the proposed revised TEPS facility is not expected to change the overall visual character of the area or block SEPA protected views (as described earlier in this section) over existing conditions. The proposed revised TEPS structure would include decorative lattice that would incorporate programmable linear LED lights, and security lighting, which is not expected to adversely affect adjacent properties because it would be shielded and directed downward toward areas that require illumination. No unavoidable significant impacts to visual quality are expected.

Recreation

The Final SEIS described 24th Avenue NW street end improvements that were limited to replacement of the existing pedestrian pier. The proposed revised improvements include a pedestrian sidewalk and parking along the east side of 24th Avenue NW, shoreline habitat mitigation plantings, kayak launch path, and shoreline access ramp. These elements are intended to provide improved passive and active recreation experience for visitors. No unavoidable significant impacts to recreation are expected.

If you have questions about the proposed revisions, please call or email:

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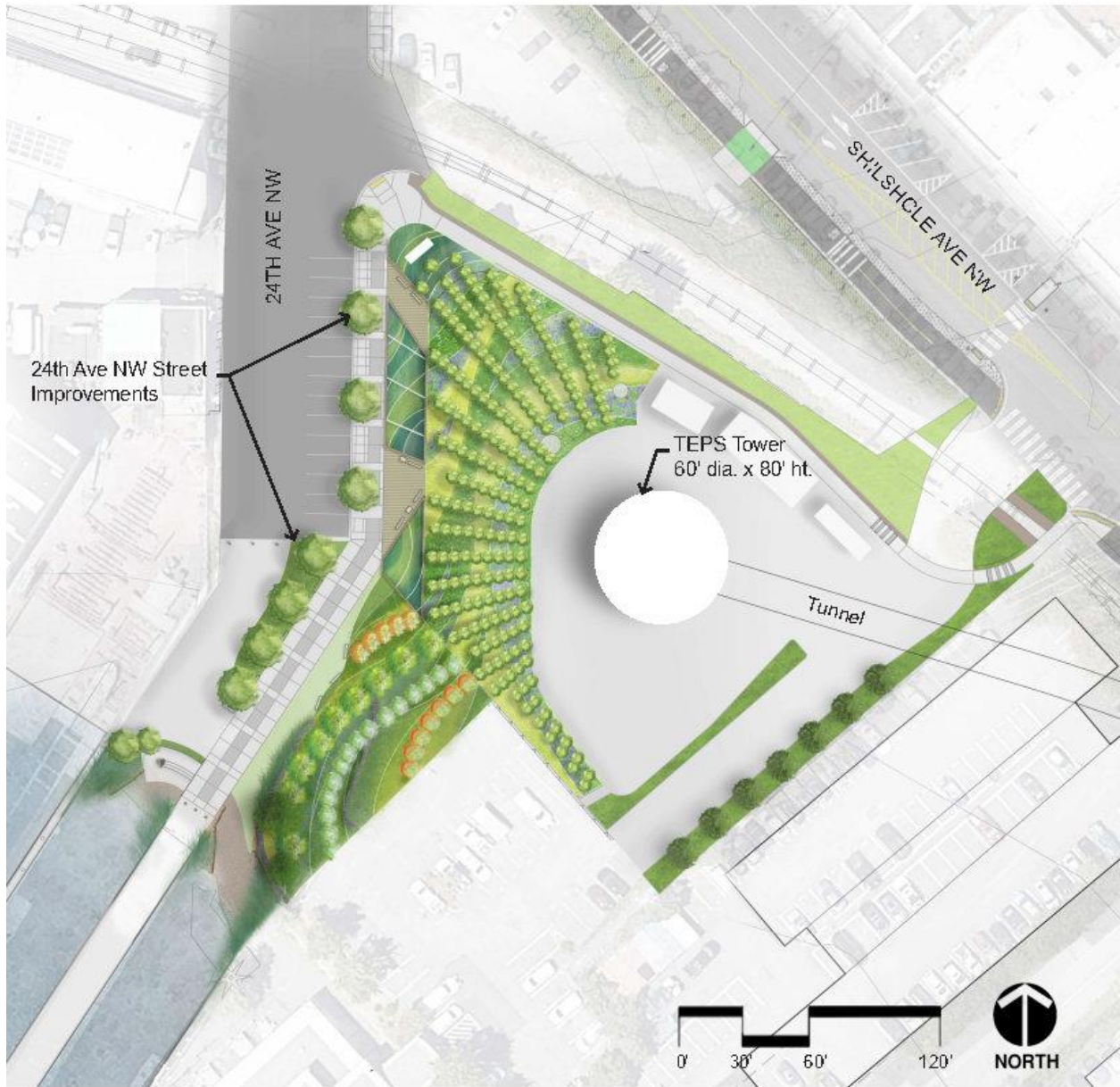
Any comments on this Addendum must be submitted via email no later than February 12, 2021 to:

Betty Meyer, SEPA Responsible Official
Seattle Public Utilities
betty.meyer@seattle.gov

Signature: _____

Issue Date: January 28, 2021

Ship Canal Water Quality Project
Final Supplemental EIS Addendum



Note: Conceptual plan subject to change in final design.

Attachment A – Proposed TEPS Tower and 24th Ave NW Street Improvements Site Plan



Figure 1 – Conceptual Rendering of Pump Station Tower from Market Street Looking South



Figure 2 – Conceptual Rendering of Pump Station Tower and Public Art from Shilshole Avenue NW Looking South



Figure 3 – Conceptual Rendering of Sidewalk Adjacent to 24th Avenue NW Looking South



Figure 4 – Conceptual Rendering of 24th Avenue NW Street End Improvements

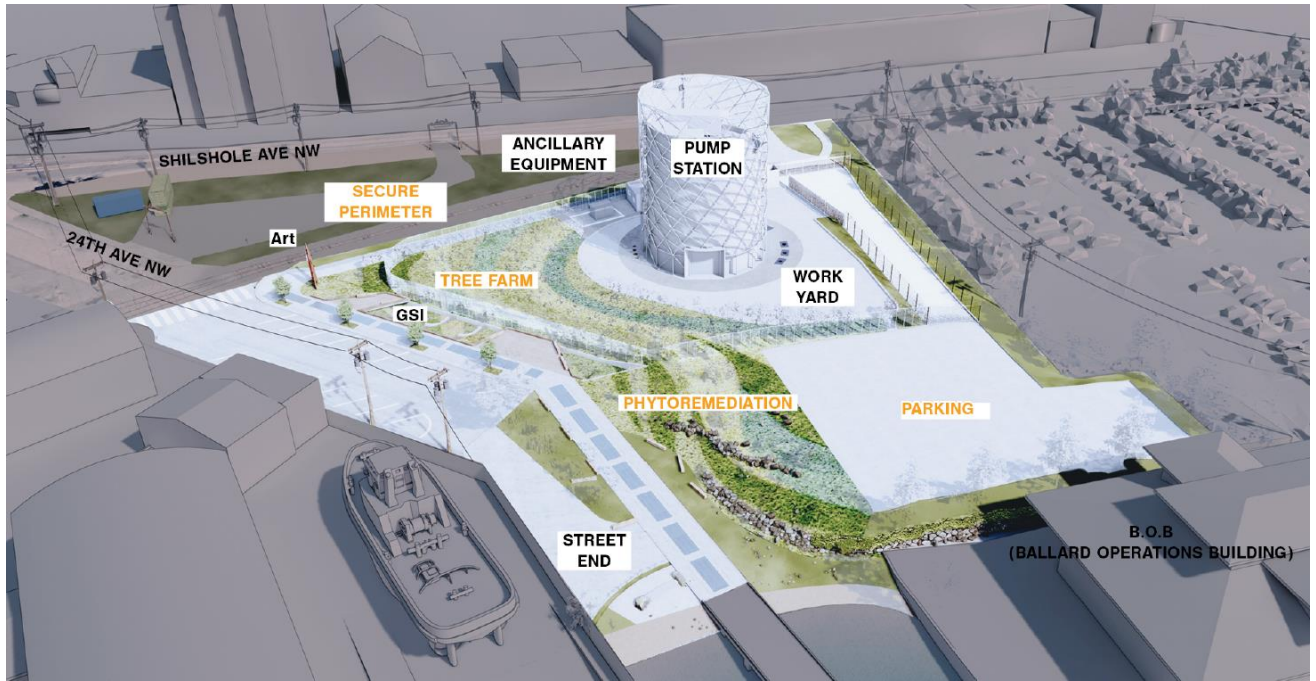


Figure 5 – Aerial View of Conceptual Rendering of TEPS Facility and 24th Avenue NW Street End Improvements