



Southwest Suburban Sewer District Commissioner's "Special" Meeting

Dedicated to preserve the purity of your environment."

Commissioners:

Susan Genzale – President
Scott Hilsen – Vice President
William Tracy – (Not present)

General Manager:

Ron Hall

Consulting Attorney:

Eric C. Frimodt

July 7th, 2016

1. Call to Order:

The meeting was called to order at 6:02 p.m. by Commissioner Genzale, who then requested that Manager Hall lead the group discussion in accordance with the list of concerns relating to the Miller Creek Access Road, as outlined by Mr. Doubek and responded to by Mr. Hall. The outline provides the items of concern as well as the district responses.

2. Also in Attendance:

Chuck & Jody Doubek, Tim & Nancy Lau, Ken Courter, Rick Poulin, Brett Fish & Sandy Goulet

3. Business Agenda:

Mr. Doubek wanted to bring structure to these concerns and learn what progress is being achieved relative to resolving these issues. Commissioner Hilsen invited all the attendees to express their thoughts, questions and ideas on these items.

Traffic Volume Issue:

General concerns about number of vehicles, size and weight of vehicles, types of vehicles, safety and noise. Mr. Hall explained how traffic volume will greatly decrease with the building of the new district administrative and maintenance facility, which will be completed in the fall of 2017. Employee and district vehicle traffic will be significantly reduced, as well as vendor traffic. However due to weight restrictions, sludge hauling will increase somewhat due to smaller loads being transported. Mr. Hall added that hauling between treatment plants would be relieved with the capital improvement planned for the Salmon Creek Treatment Plant in approximately 3 years.

Mr. Courter had questions concerning time restrictions for vendors entering the plant. Currently entrance is limited to the hours of 7:00 a.m. to 4:00 p.m. However, he stated that large vendor

vehicles sit idling at the upper gate before 7:00 a.m. Mr. Fish also commented on how noisy the scrap metal vendor vehicle was traversing the speed bump. Mrs. Lau expressed her concerns about the safety of pedestrians and children on the street during operation hours. The group felt that the 15 mph signs have helped to slow traffic, and they appreciated the employee's efforts to maintain the slower limit. Larger, wider speed bumps were suggested for consideration. Hall informed the attendees that most district employees, and district vehicles are now using the 11th Avenue SW entrance, and exiting on 8th Ave SW, which eases traffic significantly on the Miller Creek access road. He would like to propose that all small vehicles use 11th Ave for entrance and 8th Ave for exit. Mrs. Doubek asked if it would be possible for vendor Cintas to also use the 11th Avenue route. Mr. Doubek commented on what he was hearing from other neighbors in regards to what critical vehicles need to use the access road, and the possibility of a controlled access gate being installed.

Mr. Doubek asked that the district establish a firm traffic routing plan.

The general consensus was that the district was making considerable progress in this area of concern. The attendees acknowledged that the proposal of the in and out road policy sounded reasonable.

Conclusion:

Employee and district vehicles will be reduced by nearly 50% with the building of the new facility. Contractor vehicles will decrease as the current capital project concludes, and no new projects are planned for at least the next few years.

Sludge hauling will increase due to the weight restrictions. However, with the improvements planned for Salmon Creek, future contracted hauling will decrease by 40%.

Compost traffic has been eliminated completely.

Overall traffic has decreased in the past 5 years and will continue to decrease.

Weekend Operation:

Concern was regarding weekend traffic, noise and safety when most neighbors are home.

Hall informed the attendees that the Miller Creek facility is now closed on weekends. However, one district employee must inspect the plant on Saturday and Sunday from 6:00 to 9:00 a.m. That employee uses only 11th Avenue SW for both entrance and exit. There is no trucking vehicle traffic on weekends. The district feels this issue has been resolved, and those in attendance were satisfied with that progress.

Early Morning Arrivals:

Neighbors are concerned about the 5:00 a.m. to 7:00 a.m. early arrival of vendor vehicles, such as waste management and scrap iron haulers. Mr. & Mrs. Lau stated that these idling vehicles are noisy and cause vibrations felt in their home. All attendees agreed that arriving before 6:45 a.m. was not acceptable.

Attorney Frimodt suggested that when new contracts are prepared for these vendors, that a "time for delivery and pick-up" clause be added to those contracts. Commissioner Hilsen suggested amending the current contracts to include time limitations. Commissioners Genzale and Hilsen encouraged local residents to contact these vendors and express their concerns, as a group effort may be more effective.

Possible Violation of Sludge Truck Weight:

Are larger trucks meeting the City of Burien's Code. Are the medium speedbumps noisier and less effective than would be larger and wider ones.

Mr. Hall informed the group that he is meeting with the City of Burien next week to discuss weight restriction codes, as well as delivery time guidelines. He will also inquire about the larger, wider and quieter speed bumps. He said the district can also look into getting the portable speed indicator signs. Mr. Doubek believed that as citizens of Normandy Park, they may be able to request those mobile signs to be placed along the 8th Avenue access road.

Safety Concerns:

Employee and district vehicles have decreased, and will continue to decrease over next couple years with the building of the new facility. Speed limits signs and speed bumps have been installed. Vendor entrance into the plant has been limited to the hours of 7:00 a.m. and 4:00 p.m.

Noise Levels:

Mr. Doubek felt that if the early morning arrivals can be controlled, noise would be limited. Wider, quieter speed bumps may also help to resolve this issue. Less traffic has also contributed to less noise.

Gate Operation can be Noisy: Mr. Hall indicated that all employees have been instructed on gate operation to control noise on both opening and closing techniques.

Impact of Volume of Traffic on Hillside and Homes:

Homeowners are concerned about the impact of heavy loads on the stability of the hillside along 8th Ave SW. Mr. Hall suggested using Ken Nilsen from Pace Engineers to take another look at this issue. Mr. Nilsen has 30 years of experience with hillside stabilization. Several homeowners have expressed concerns about the heavy loads impacting the hillside. The engineers can conduct a survey to detect any movement on the hillside, and investigate any movement on the road.

Commissioner Hilsen stated that the district will move forward with the study, and has already spent numerous hours and dollars to help resolve these issues. The district has looked into having Pace Engineering put together a proposal on vegetation for stabilization of the hillside. The Board asked the neighbor's assistance in providing input on types of vegetation and trees they would like to see planted in the hillside areas.

Conclusion: The District will look into scheduling a meeting in the next few weeks whereby the Engineer, Board and 8th Avenue neighbors can meet on-site to discuss these issues and concerns about hillside stabilization. Tentative dates: July 19th, August 2nd or 16th, as a field trip portion of a regular Board Meeting.

Mr. Doubek felt that gathering information through this type of study would provide answers regarding impact on the hillside.

Impact on Property Values:

Neighbors are concerned about the traffic, noise and safety issues impacting the values of their homes. They conveyed their desire for the neighborhood to retain its market value and expressed concern with the changes already made and traffic changes planned over the next couple years, that there would be no decrease in property value.

Commissioner Hilsen stated that there is still a balance offered by the “green space” around the plant, and the dead end road. Less traffic use of the road also addresses this issue.

Increased Activity due to Delivery of Salmon Creek Sludge to Miller Creek Plant:

This issue will be resolved when the planned capital improvements are made to the Salmon Creek Treatment plant in 3 years, eliminating the sludge hauling between plants.

What is SWSSD going to operate to, and be held accountable to:

Legal Easements, ownership rights, vacate road property. Commissioner Hilsen pointed out that the easement issues are between Mr. Fish, the district and legal counsel. Therefore, there can be no discussion on these matters at open meetings.

Attorney Frimodt proposed that the district compose a document in writing explaining the district's policies, agreements, and plans for addressing all concerns and advised a good communication proposal for letting neighbors know what events are forthcoming.

What is the forum for future discussions between SWSSD and the neighborhood:

District to set up meeting with Engineer, Board and neighbors to discuss hillside stabilization.

Commissioner Genzale invited the neighbors to come to Board Meetings with their concerns.

The attendees have noticed the progress.

Mr. Doubek expressed that he felt that a lot of progress has been made through meetings with the district, and they all appreciated the open communications that have been established and are ongoing. He indicated there is trust building between the neighbors and the district.

Condition and Usage of the Original Primary Entrance to the Miller Creek Facility:

Continuing Maintenance, improvements for safety and diversion of traffic concerns.

This road is maintained by the City of Normandy Park. Mr. Hall felt that the roadway could be improved with the cutting of some trees, but that those trees are on private property. Other than that, there doesn't appear to be any way to improve the safety on 11th Ave. It is windy, very narrow and a danger for larger vehicle traffic. There is no safe exit from 11th Ave for large trucks turning onto Sylvester Road. The district has an obligation and responsibility to all its neighbors, and concludes that 8th Avenue is the only safe route for large vehicle traffic.

The district also has little to no control over outside traffic using either entrance to the plant during normal operation, but hopes to limit the usage as best possible. No trespassing signs and speed limit signs, as well as speed bumps help with this issue. The district is working towards better control of vendors and large haulers.

Conclusion:

The district wants to continue working with the adjacent neighbors to resolve any outstanding issues and concerns. It is a work in progress, and the neighbors in attendance are aware of that progress.

Mr. Hall again thanked Mr. Doubek for providing the outline of concerns as a guide for discussion.

Resolution 2016-18 – Confirming Action Taken by District in Execution of Developer Extension.

GM Hall requested approval for Resolution 2016-18, confirming execution of a Developer Extension with Bridge Development Partners, owners of Latitude. Project will consist of the construction of an approximately 236,300 square foot cold storage warehouse facility. After brief discussion, M/S/P approving the request.

4. Set Next Neighborhood Meeting Date:

The next neighborhood group meeting will be scheduled for a date that is agreeable for all neighbors, the Engineer, and the district.

Tentative Dates -

July 19th, 2016 @ 6:30 p.m.

August 2nd, 2016 @ 6:30 p.m.

August 16th, 2016 @ 6:30 p.m.

5. Executive Session: None

