



## **King County**

Department of Natural Resources and Parks

### **Wastewater Treatment Division**

King Street Center, KSC-NR-5500

201 South Jackson Street

Seattle, WA 98104

## **Environmental Checklist**

**for**

# **Interbay Conveyance Rehabilitation and Odor Control**

June 8, 2021

Prepared in compliance with the State Environmental Policy Act (SEPA) (RCW 43.21C), the SEPA Rules (WAC 197-11), and Chapter 20.44 King County Code, implementing SEPA in King County procedures

This information is available in accessible formats upon request at  
(206) 477-5371 (voice) or 711 (TTY).



## ENVIRONMENTAL CHECKLIST

### A. BACKGROUND

**1. Name of proposed project, if applicable:**

Interbay Conveyance Rehabilitation and Odor Control

**2. Name of applicant:**

King County Department of Natural Resources and Parks  
Wastewater Treatment Division

**3. Address and phone number of applicant and contact person:**

King County Department of Natural Resources and Parks  
Wastewater Treatment Division  
Environmental Services Unit  
KSC-NR-5500  
201 S Jackson Street  
Seattle, WA 98104

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**4. Date checklist prepared:**

June 4, 2021

**5. Agency requesting checklist:**

King County Department of Natural Resources and Parks  
Wastewater Treatment Division

**6. Proposed timing or schedule (including phasing, if applicable):**

The project is expected to occur over a period of between two and three years, starting in 2022. Pipe replacement and rehabilitation work will occur during two or three successive dry seasons. Construction of the proposed odor control facility (OCF) at the force main discharge structure (FMDS) may occur outside of the dry season. See Section A.11 for a detailed description of the work.

**7. Do you have any plans for future additions, expansions, or further activity related to or connected with this proposal? If yes, explain.**

There are no plans for future addition or expansion of the facility.

**8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**

- Hazardous Materials Discipline Report – Shannon & Wilson (January 2019)
- Interbay Force Main and Odor Control Environmentally Critical Areas Report and Conceptual Mitigation Plan – Parametrix (February 2020)
- Archaeological Monitoring of Geotechnical Testing and Utility Potholing – Cultural Resource Consultants (October 2020)
- Geotechnical Data Report – Shannon & Wilson (November 2020)
- Geotechnical Design Memorandum – Shannon & Wilson (November 2020)

**9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**

A private property owner within the project impact area, south of the FMDS site on King County parcel number 2325039017, has received permits to develop the property. It is possible that additional permit applications for this development are pending.

The project area includes portions of the Seattle Armory, a readiness center for the Washington National Guard, for which the State of Washington is studying potential future uses including housing and retail in addition to the present industrial uses. Redevelopment of the Armory site would not occur during construction of the project proposed in this environmental checklist.

**10. List any government approvals or permits that will be needed for your proposal, if known.**

Federal

- US Army Corps of Engineers: Authorization under Clean Water Act (CWA) Section 404 Nationwide Permits

State

- Washington Department of Ecology
  - CWA Section 401 Water Quality Certification
  - Coverage under National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit

City

- Seattle Department of Construction and Inspections:
  - Master Use Permit (MUP)
  - Construction Permit
  - Electrical Permit
  - Noise Variance
- Seattle Department of Transportation
  - Utility Major Permit (UMP)
  - Construction Use Permit
  - Street Improvement Permit

**11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.**

King County (County) proposes to rehabilitate and upgrade approximately one mile of its sewer pipeline system located in the Interbay neighborhood of Seattle, Washington. The project extends from the Interbay Pump Station, south of the Magnolia Bridge, to Seattle Parks and Recreation's Interbay Athletic Complex. The existing system in the project area was built in the 1960s and is nearing the end of its service life, is in deteriorating condition, and periodically generates nuisance odors.

The County sewer system components affected by the project include Interbay Pump Station, two pressurized force main pipes running north from the pump station to a discharge structure (the FMDS), and Section 8 of the Elliott Bay Interceptor pipe (EBI-8) running north from the FMDS. The affected sewer system is shown in Figure 1. The proposed project includes the following actions:

- Replacement of the 36-inch force main pipes from the pump station to a point north of the Magnolia Bridge with new 42-inch pipes
- Rehabilitation of the remainder of both force mains (48-inch diameter), extending north to the FMDS
- Rehabilitation of the FMDS
- Rehabilitation of the EBI-8
- Construction of a new OCF on the County property that is the location of the FMDS, at the southwest corner of the Interbay Athletic Complex (IAC) Golf Center

Force main replacement

The County will replace both 36-inch force mains at the southern end of the project area with new 42-inch pipes. Construction will include:

- Excavation of one or more trenches extending from the north wall of the Interbay Pump Station, across W Garfield Street and under the Magnolia Bridge, to a point just north of the bridge
- Removal of the existing sewer pipes and installation of new pipes, including support piles at each pipe joint

- Installation of a temporary bypass pipe, which will be buried in this area of the project in order to allow vehicular traffic on W Garfield Street
- Trench backfilling and surface restoration

During this phase of work, the temporary bypass pipe will convey wastewater flows from the pump station around the work area and into the existing 48-inch force mains.

#### Pipe rehabilitation

The County will re-line the remainder of the force mains, starting at the end of the new 42-inch pipes and running north to the FMDS. The pipes will be re-lined using the cured-in-place pipe (CIPP) method, in which a glass-fiber or carbon-fiber reinforced flexible tube, with a thermosetting resin, is inserted into the pipe, expanded to the full inner wall diameter, and then hardened, or cured, by running hot water through the pipe. The existing maintenance hole structures will be used to access the 48-inch force mains for rehabilitation. The FMDS will be rehabilitated by repairing portions of the existing plastic liner and installing a new liner product in some locations. The County will rehabilitate the EBI-8 pipe with a spray-applied geopolymer lining. As part of this work, the County will upgrade three maintenance hole structures along the EBI-8, which will be used for access during pipe rehabilitation.

In order to make the rehabilitation work possible, the temporary bypass pipe will be extended from the Interbay Pump Station along the entire length of the project area to a maintenance hole at the north end of the EBI-8 pipe, in the southwest corner of the IAC athletic fields.

Once pipe rehabilitation is complete, the County will deactivate and remove the temporary bypass pipe and conduct surface restoration in the project area, including landscaping and habitat enhancement.

#### Odor control facility

The County will build a new one-story building at the location of the FMDS site at the southwest corner of the IAC Golf Center, which will house odor control equipment to control odors from the pipe system in the area. Electrical and mechanical equipment for the OCF will be enclosed in the building, and tanks containing odor control media will be located outside and adjacent to the new building. The OCF will withdraw “foul air” from the FMDS and treat it using carbon odor control media. The County will build an access road for the OCF, extending from the cul-de-sac at the north end of W Armory Way.

- 12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required**

**to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

The project is located in the Interbay neighborhood of Seattle (NE, S23, T25N, R3E). The project area is a linear corridor between the Magnolia Bridge to the south and W Dravus Street to the north, and between 15th Avenue W to the east and the BNSF Railway's Balmer Yard to the west (see Figure 1, Vicinity Map). The Interbay Pump Station is located on King County parcel 7666201675 and the FMDS and proposed OCF are located on parcel 2771108091, both owned by the County. The project area is adjacent to the IAC, the Seattle Armory, and commercial businesses including Whole Foods, Petco, Michael's, HomeGoods, Total Wine, and Interbay Self Storage.

## **B. ENVIRONMENTAL ELEMENTS**

### **1. Earth**

#### **a. General description of the site**

(circle one):  Flat, rolling, hilly, steep slopes, mountainous, other \_\_\_\_\_.

#### **b. What is the steepest slope on the site? (approximate percent slope)?**

There are two large environmentally critical areas with steep slopes, up to 62 percent in a small section, at the southwest corner of the IAC Golf Center: one along the western border shared with the proposed OCF, and one along the southern border of the Golf Center property.

#### **c. What general types of soils are found on the site? (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.**

Soils in the project area are generally urban imported fill, originally placed to fill former Elliott Bay tidelands. From the site of the proposed OCF north to the northern terminus of the EBI-8 pipe, the project area parallels the toe of a slope that caps the former Interbay landfill. The project area does not contain agricultural land of long-term commercial significance.

#### **d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

Yes, the entire project area is within two geologic environmentally critical areas (ECAs): potential landslide area and liquefaction-prone area. Soils underlying the imported fill throughout the project area are potentially liquefiable. Potential seismic-induced settlements are estimated at 3 to 3.5 inches for the area around the force mains near Interbay Pump Station. Beneath the proposed OCF, the

native soils are also potentially liquefiable with seismic-induced settlements estimated at 4 to 7 inches. In addition, potential lateral spreading movement along the force main alignment has been estimated at up to 18 feet in the southwest or west direction. The County is incorporating seismic mitigation measures into project design, in order to minimize damage to critical wastewater infrastructure in a large seismic event.

- e. **Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.**

Approximately 2 acres will be excavated or graded over the course of the project. Grading will be required to prepare the OCF site for construction, including the building footprint and the new access road. Trenching will be required to install new utility lines for the OCF. Trenching will be required to replace the force mains near the Interbay Pump Station and to install the temporary bypass pipe.

Approximately 2,500 cubic yards of soil will be removed or added within the project area. Approximately 1,500 cubic yards of soil will be excavated and hauled away. The remaining earthwork will be the placement of clean, structurally-appropriate fill imported from an approved off-site source used to finish leveling the site, and to temporarily support the bypass pipe. Native soils are not appropriate as fill for the project and will not be used.

- f. **Could erosion occur as a result of clearing, construction, or use? If so, generally describe.**

Some localized erosion could occur during clearing and construction. However, the County will use Best Management Practices (BMPs) to minimize erosion during construction. See Section B.1.h below for typical BMPs and other measures that could be implemented to minimize the potential for erosion.

The completed project improvements will not contribute to erosion.

- g. **About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

There will be an increase in impervious surface in the vicinity of the new OCF. This project area is approximately 96,000 square feet, with approximately 3 percent impervious surfaces. After construction, approximately 11 percent of the OCF project area will be covered with impervious surfaces.

Impervious surface coverage will not change for all other project areas.

**h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:**

The County will employ temporary erosion and sedimentation control measures throughout project construction, including prior to all clearing, excavation, filling, grading, and other soil-disturbing activities in the project area. These control measures will be identified in the project plans and construction specifications and will be implemented as required by the City of Seattle and other permitting agencies.

Typical measures that may be used include installing filter fabric fences and other sediment barriers, placing silt traps in storm drain inlets, covering soil stockpiles and exposed soils, and using settling facilities to prevent sediment from leaving the site.

Additional best management practices (BMPs) and other measures could include the following:

- Designation of personnel to inspect and maintain temporary erosion and sediment control measures
- Use of appropriate means such as stabilized entrances and wheel washes to minimize tracking of sediment onto public roadways by construction vehicles
- Regular street cleaning for mud and dust control
- Disposing of excess excavated soil at an approved disposal site as soon as practical
- Restoration of disturbed areas by repaving or replanting as soon as practical after construction is completed

**2. Air**

**a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

Project construction will involve temporary, mobile source air emissions (NO<sub>x</sub>, VOC, CO, PM<sub>10</sub>, PM<sub>2.5</sub>), including diesel exhaust from construction equipment and dust generated by earth-moving activities. The exhaust emissions will be intermittent and dispersed across the project area. Emissions are not expected to affect attainment of air quality standards in the project area.

Once operational, the OCF will withdraw foul air (containing H<sub>2</sub>S and methyl mercaptan) directly from the FMDS and will treat it before dispersing it from a discharge stack. Baseline odor dispersion modeling indicated that odor from the system will most likely not be detectable from nearby commercial areas after dispersion of the treated air.

See Table 1 for a King County greenhouse gas emissions worksheet prepared for the project.

**b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

There are no known off-site sources of air emissions or odors that may affect the project.

**c. Proposed measures to reduce or control emissions or other impacts to air, if any:**

During construction, BMPs will be implemented to control dust. Types of BMPs that will be used may include street sweeping, watering exposed soil surfaces, and covering soil stockpiles to help minimize the amount of fugitive dust and particulate pollution to the surrounding areas.

Construction equipment-related emissions will be reduced by requiring proper maintenance of equipment, using electrically-powered equipment where practical, and avoiding unnecessarily prolonged idling of vehicles and equipment.

During construction of the OCF, a temporary mobile odor control unit will be placed at the north end of the project, at the southwest corner of the IAC athletic fields. It will pull foul air from the EBI-8 and treat it during operation of the temporary bypass pipe in order to control potential odors from the temporary bypass system.

The new odor control facility will reduce odors within the project area, compared to existing conditions.

**3. Water**

**a. Surface Water:**

**1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, or wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

Yes, there are four wetlands in the project area, referred to as Wetlands A, B, C, and D.

Wetland A is a Category III depressionnal wetland with palustrine scrub-shrub and emergent habitats. Wetland A is a long linear swale located

between the IAC Golf Center and the Balmer Rail Yard, which discharges into a drainage ditch that conveys water to the local stormwater system.

Wetland B is a Category III depressional wetland with palustrine scrub-shrub and emergent habitats, which discharges as sheet flow across the adjacent unpaved road. Wetland B is located at the toe of the south slope of the IAC Golf Center, in the undeveloped right of way of W Wheeler Street.

Wetland C is a Category III depressional wetland with palustrine scrub-shrub and emergent habitats. Wetland C is a long linear swale located along the western edge of the IAC Golf Center, on the east side of the EBI-8 pipeline, and is hydrologically connected to Wetland A.

Wetland D is a Category IV depressional wetland with palustrine scrub-shrub habitat, located directly west of the IAC Athletic Fields parking lot. Wetland D has no known surface water outlet.

- 2) **Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

Yes, Wetlands A, C, and D will be temporarily affected by the project (see Figure 2, Wetlands). In order to support the temporary bypass pipe in place, the County must place fill in portions of each of these wetlands. After the bypass pipe is removed, affected wetland areas will be graded to match previous conditions and planted with native wetland plants.

- 3) **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

The amount of temporary fill to be placed in each wetland is as follows:

- Wetland A: 190 cubic yards
- Wetland C: 60 cubic yards
- Wetland D: 20 cubic yards

The temporary impact area for each wetland is as follows:

- Wetland A: 5,993 square feet
- Wetland C: 1,166 square feet
- Wetland D: 271 square feet

Temporary fill material will consist of imported gravel backfill.

- 4) **Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

No, surface water will not be withdrawn or diverted.

- 5) **Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

No, the project is not within a 100-year floodplain.

- 6) **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

No, the project will not involve the discharge of waste materials to surface waters.

**b. Ground Water:**

- 1) **Will ground water be withdrawn, from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses, and approximate quantities withdrawn from the well. Will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.**

Excavation near the Interbay Pump Station will extend below the water table. The County currently anticipates that the excavated work area will be kept dry using a ground freezing system, which will be designed to freeze the groundwater immediately surrounding the excavation while minimizing unanticipated ground settling. This construction method will not involve groundwater withdrawal or water discharged into groundwater sources.

- 2) **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

No waste material related to the project will be discharged into the ground from septic tanks or other sources.

**c. Water Runoff (including storm water):**

- 1) Describe source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

At present, water runoff from the project area enters local stormwater conveyance systems, which either discharge into Elliott Bay or are routed to the combined sewer system, which ultimately discharges into Puget Sound.

During construction, the primary source of water runoff onto and off of work areas will be stormwater. The County will attempt to prevent offsite stormwater runoff from entering work areas using BMPs such as those described in Section B.1.h. The County will also use construction stormwater BMPs to prevent water runoff from discharging off of work areas, or to capture, convey, and treat water runoff before it is discharged in accordance with applicable permits.

The completed OCF and access road will contribute a small amount of additional storm runoff due to the small increase in impervious surface. Runoff will be collected from the site and discharged into the existing stormwater system in W Armory Way.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.**

During construction, the project will implement BMPs to prevent introduction of contaminants into ground and surface waters, which could include:

- Preparing and implementing a spill prevention, control, and containment plan
- Storing fuels and other potential contaminants in secured containment areas
- Containing equipment, materials, and wash water associated with construction
- Conducting regular inspections, maintenance, and repairs of fuel hoses, hydraulically operated equipment, lubrication equipment, and chemical/petroleum storage containers
- Maintaining spill containment and clean up material at construction sites
- Establishing a communication protocol for handling spills

After the OCF is completed, the facility's stormwater management system will effectively prevent pollution from entering local water bodies.

**3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

The project will not alter or affect drainage patterns in the project area. Water will continue to flow across the site in a similar direction, and there will be very little overall change to the amount and distribution of impervious surfaces.

**d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:**

Stormwater management during and after construction will comply with all applicable permits and government approvals. The County will use stormwater management BMPs during construction to control stormwater runoff. Examples of typical BMPs that could be used during construction are presented in Section B.1.h above.

Stormwater collected from the completed OCF site will be conveyed through a water quality treatment unit to improve water quality and treat any pollutants (including carbon) that may run off the site.

**4. Plants**

**a. Check or circle types of vegetation found on the site:**

- deciduous tree: alder, maple, aspen, other  
 evergreen tree: fir, cedar, pine, other  
 shrubs  
 grass  
 pasture  
 crop or grain  
 orchards, vineyards or other permanent crops  
 wet soil plants: *cattail*  
 water plants: water lily, eelgrass, milfoil, other  
 other types of vegetation

**b. What kind and amount of vegetation will be removed or altered?**

The project proposes to remove vegetation from approximately 0.92 acre, including scrub-shrub and emergent wetland buffer vegetation. Nearly all of the vegetation to be removed is non-native invasive species, including reed canarygrass, Himalayan blackberry, poison hemlock, and Japanese knotweed.

**c. List threatened or endangered species known to be on or near the site.**

There are no threatened or endangered plants known to be on or near the site.

**d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:**

The site is currently composed almost entirely of non-native invasive species. Final restoration of temporarily cleared areas will involve removing invasive species and replanting or reseeding native shrubs and emergent vegetation, and monitoring the site for 5 years after planting.

**e. List all noxious weeds and invasive species known to be on or near the site.**

Noxious weeds in the project area include Himalayan blackberry (*Rubus armeniacus*), reed canarygrass (*Phalaris arundinacea*), Japanese knotweed (*Polygonum cuspidatum*), and poison hemlock (*Conium maculatum*).

**5. Animals**

**a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.**

Animals observed in the project area include red-winged blackbird (*Agelaius phoeniceus*), American crow (*Corvus brachyrhynchos*), American robin (*Turdus migratorius*), Steller's jay (*Cyanocitta stelleri*), dark-eyed junco (*Junco hyemalis*), and Eastern cottontail rabbit (*Sylvilagus floridanus*).

**b. List any threatened or endangered species known to be on or near the site.**

There are no threatened or endangered animals known to be on or near the site.

**c. Is the site part of a migration route? If so, explain.**

The project site is within the Pacific Flyway, a migratory bird route that extends from Alaska to South America. The project is not expected to have any measurable effects on migratory birds.

**d. Proposed measures to preserve or enhance wildlife, if any:**

Impacts to wildlife are not anticipated as a result of this project; therefore, no special measures to preserve wildlife are proposed.

**e. List any invasive animal species known to be on or near the site.**

None.

## 6. Energy and Natural Resources

- a. **What kinds of energy (electric, natural gas, oil, woodstove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

The completed OCF will use electricity for ventilation, heating, lighting, and operation of odor control equipment.

- b. **Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

The completed facility will not affect the potential use of solar energy by adjacent properties.

- c. **What kind of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:**

New mechanical systems will meet or exceed the minimum efficiency requirements identified in the Seattle Non-residential Energy Code. The following energy efficiency measures, required by the Seattle Non-residential Energy Code are recommended to achieve the highest degree of energy efficiency for systems, will be implemented where appropriate:

- Mechanical equipment that meets the minimum efficiency requirements of the City of Seattle Non-residential Energy Code
- Motors that meet the minimum efficiency requirements of the City of Seattle Non-residential Energy Code (with premium-efficiency motors contingent on availability)
- Mechanical cooling equipment that uses economizers or free air cooling
- Deadband, setback, shutoff, and optimum start controls on HVAC systems
- Duct sealing
- Pipe insulation for service hot-water piping
- Increasing force main pipe from 36 inches to 42 inches, which will reduce energy use by the pumps
- Increasing size of odor control ducts to decrease energy use

## 7. Environmental Health

- a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.**

- 1) **Describe any known or possible contamination at the site from present or past uses.**

The project site and surrounding areas have historically been dominated by industrial land uses, including a railyard, a refinery and tank farm, a landfill, and warehouses. In the early 2000s the tank farm and refinery were removed, and a golf course now covers the landfill. The area is still primarily industrial, including the Balmer Rail Yard and the Seattle Armory.

Petroleum hydrocarbons, PAH solvents, and metal-contaminated soil and groundwater have been identified at and adjacent to the project area. Based on the analytical results of soil and groundwater sampling, it is likely that some of the soil to be excavated in the force main replacement area and the FMDS site is affected and will require disposal at a permitted Resource Conservation and Recovery Act (RCRA) Subtitle D Facility.

- 2) **Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

There are no hazardous chemicals or conditions in the vicinity that might affect project development or design.

- 3) **Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

Construction-related materials, such as fuel and hydraulic fluid, will be stored and used on site during construction. BMPs will be implemented during construction to minimize the potential for spills or mechanical failures to occur and to minimize the potential for adverse effects from hazardous chemicals to workers or nearby residents.

The completed project will convey and treat foul air from the County's wastewater conveyance system. Air from sewer pipes can contain gases that are hazardous to human health, and in some cases flammable. The OCF will be sealed and designed to minimize the risk of exposure to untreated foul air.

**4) Describe special emergency services that might be required.**

No emergency services will be required.

**5) Proposed measures to reduce or control environmental health hazards, if any:**

BMPs and other measures will be used to avoid or contain and control any accidental spills or releases of hazardous materials during project construction. Project plans and construction specifications include measures to safely handle and dispose of contaminated materials.

The contractor will prepare a health and safety plan as a deliverable for the proposed project prior to the start of construction. This plan will comply with all applicable health regulations and will detail measures to control environmental health hazards.

Once operational, facility staff will adhere to environmental safety requirements and guidelines as prescribed by King County. These requirements and guidelines include BMPs for the proper storage, handling, disposal, and clean-up of hazardous materials.

**b. Noise**

**1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

The types of noise in the area include vehicle traffic from 15th Avenue W and other surrounding streets, as well as noise from the Balmer Rail Yard directly adjacent to the project. Noise in the project area will not affect the project.

**2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.**

Construction noise will likely exceed existing background noise levels. Throughout construction, short-term, intermittent construction related noise may include engine and mechanical equipment noises associated with the use of heavy equipment such as bulldozers, excavators, cranes, haul trucks, generators, chainsaws, and air compressors.

Construction-related noises will be limited to construction hours allowable by the City of Seattle noise control code (7 a.m. to 7 p.m.). The only

anticipated exception to normal working hours will be for the rehabilitation of the 48-inch force mains south of the FMDS, for which there will be some periods in which continuous work through the night may be required. The County currently estimates that up to 25 nights of work may be required. For work outside of allowed daytime working hours, a noise variance application will be submitted to the City of Seattle.

In the completed facility, mechanical equipment will generate noise during the day and night. None of the noises generated on the completed facility will exceed the City of Seattle's maximum permissible sound level for the site's zoning or that of nearby receiving sites.

**3) Proposed measures to reduce or control noise impacts, if any:**

All construction and facility operation activities will be consistent with the City of Seattle noise control code. All impacts from noise generated by construction will be short-term and temporary in nature. Construction BMPs will be used to minimize construction noise and could include:

- Using effective vehicle mufflers, engine intake silencers, and engine enclosures, and shutting off equipment when not in use
- Using temporary noise barriers around stationary equipment
- Positioning noise-generating equipment in the project area so that it is as far away as possible from sensitive receptors
- Notifying residents and businesses near the project site of upcoming noisy construction activities
- 24-hour construction hotline to promptly respond to questions and complaints

Sound generated by facility operations will be attenuated and muffled by vegetation and distance. Because the maximum predicted acoustical level of noise at the property line of adjacent properties is below code limits, no additional mitigation is proposed.

**8. Land and Shoreline Use**

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.**

The existing uses for parcels within the project area are utilities, rail, governmental services, and vacant (commercial). Adjacent properties include industrial, commercial, and recreational uses. The proposed project will not affect current land uses on adjacent or nearby properties.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?**

No, the project has not been used as working farmlands or working forest lands.

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversized equipment access, the application of pesticides, tilling, and harvesting? If so, how:**

No, the project has not been used as working farmlands or working forest lands.

- c. Describe any structures on the site.**

There are two utility structures within the project area that will be affected by the project: one at the Interbay Pump Station site and one at the FMDS site.

The existing pump station building was originally constructed in 1967 and underwent a major upgrade that was completed in 2014. No improvements to the exterior of the station are planned under this project, with minor mechanical improvements made inside the pump station to optimize the operation of the rehabilitated conveyance system.

The existing FMDS is an above-ground cast-in-place concrete structure, completed in 1967 and expanded in 1995. The force mains each discharge into the structure, and the combined flows discharge into the gravity portion of EBI-8 located at the north of the structure.

- d. Will any structures be demolished? If so, what?**

No structures within the project area will be demolished.

- e. What is the current zoning classification of the site?**

The project area includes the following zoning classifications:

- IG1/U45 – General Industrial 1
- IG2/U45 – General Industrial 2
- C2-55 (M) – Mixed-Use, Commercial 2

**f. What is the current comprehensive plan designation of the site?**

The project area includes the following future land uses designated by the City of Seattle Comprehensive Plan (2019):

- Manufacturing Industrial Center
- Commercial/Mixed-Use Area

**g. If applicable, what is the current shoreline master program designation of the site?**

The project is not located within a shoreline zone.

**h. Has any part of the site been classified as a critical area by the city or county? If so, specify.**

The project is located within the following ECAs designated by the City of Seattle:

- Liquefaction-prone area
- Steep slope/potential landslide area
- Wetland area
- Landfill (historical) area

**i. Approximately how many people would reside or work in the completed project?**

No individuals will live or work within the completed project.

**j. Approximately how many people would the completed project displace?**

There are no displacements associated with the project.

**k. Proposed measures to avoid or reduce displacement impacts, if any:**

Not applicable.

**l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:**

Not applicable.

**m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:**

Not applicable.

**9. Housing**

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

No housing units will be provided.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

No housing units will be eliminated.

- c. Proposed measures to reduce or control housing impacts, if any:**

Not applicable.

**10. Aesthetics**

- a. What is the tallest height of any proposed structure(s), not including antennae; what is the principal exterior building material(s) proposed?**

The OCF discharge stack will be approximately 17 feet above the current site finished grade. Walls or high-security fencing will be placed around the OCF components. These walls and fences will be approximately 8 to 10 feet tall. Maximum height of fences on walls or structures is 15 feet, 7 inches above finish grade.

Proposed principal building materials are painted smooth concrete masonry units (CMU), prefinished galvanized steel roofing, and sealed and/or painted exposed concrete. Maximum structure height is 15 feet, 4 inches above finished grade with approximately 12 inches extension of an anti-climb barrier.

- b. What views in the immediate vicinity would be altered or obstructed?**

None.

- c. Proposed measures to reduce or control aesthetic impacts, if any:**

The OCF will be designed to integrate with the surrounding industrial and commercial land uses, and surrounding vegetation will be preserved and enhanced. One percent of the project cost will be applied to the project for art features, to improve the long-term aesthetic of the above-ground portion of the project.

## 11. Light and Glare

- a. **What type of light or glare will the proposal produce? What time of day would it mainly occur?**

Project construction will take place largely during daylight hours. Temporary site lighting may be used at the beginning and end of work days during construction when daylight hours are short.

The completed project will require sufficient light for safety and security. Outside areas that are currently lit at night include entry and exit driveways, truck-staging and parking areas, and building entrances.

- b. **Could light and glare from the finished project be a safety hazard or interfere with views?**

No.

- c. **What existing off-site sources of light or glare may affect your proposal?**

None.

- d. **Proposed measures to reduce or control light and glare impacts, if any:**

All exterior lights will be focused or shielded as necessary to cast light only in areas that require it and to minimize light spilling onto neighboring properties.

## 12. Recreation

- a. **What designated and informal recreational opportunities are in the immediate vicinity?**

The IAC, which is managed by the the City of Seattle Department of Parks and Recreation, is located directly to the east of the proposed project. The 45-acre Interbay Golf Center, which is part of the IAC, includes a nine-hole golf course, a putting course, and a driving range with 80 stalls and artificial turf. The IAC also includes two large athletic fields and ball fields for public use, which are located directly northeast of the north end of the project area.

- b. **Would the proposed project displace any existing recreational uses? If so, describe.**

No, the project will not affect recreation opportunities.

- c. **Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

Not applicable.

### 13. **Historic and Cultural Preservation**

- a. **Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.**

Yes, the BNSF Railway through Balmer Yard (historically the Northern Pacific Railroad) has been determined eligible for listing National Register of Historic Places (NRHP). There are also several properties in the vicinity that have been recorded in the Historical Property Inventory (HPI); however, the project is not expected to impact any historic resources.

- b. **Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

No landmarks, features, or other evidence of Indian or historic use have been identified on the project site. The project area is partially located in an archaeological buffer ECA, designated by the City of Seattle, which surrounds the historical extent of Smith Cove Waterway. Additionally, the project area is adjacent to the historic Interbay Dump, which closed in 1962.

- c. **Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.**

The project was screened by the King County Historic Preservation Program (HPP) for the presence of cultural and historic resources within the project area and the probability of an inadvertent discovery of cultural resources during project construction. This screening included a review of historic registers, databases including the Washington Department of Archaeology and Historic Preservation's (DAHP) records database ("WISAARD"), historic maps and reports, and predictive GIS modeling. On HPP's recommendation, geotechnical explorations near the historic landfill in the vicinity of the FMDS and proposed OCF and access road. A report summarizing the results of this monitoring effort was prepared and submitted to the Washington State Department of Archaeology and Historic Preservation (DAHP).

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.**

An Archaeological Monitoring and Inadvertent Discovery Protocol was developed for the project in accordance with the King County Cultural Resources Procedures (LUD 16-1 (AEP)). The Inadvertent Discovery Plan will provide guidance to contractors for identifying potential cultural resources and establish procedures to follow in the event of an unanticipated discovery of potential cultural resources in order to protect the discovery until it can be assessed by a professional archaeologist. Additional measures, including monitoring of construction activities by an archaeologist, may be incorporated as well if recommended by HPP or in consultation with the US Army Corps of Engineers, or other permitting agencies.

#### **14. Transportation**

- a. Identify public streets and highways serving the site or affected geographic area, and describe proposed access to the existing street system. Show on site plans, if any.**

Existing and proposed access to the Interbay Pump Station is via 15th Avenue W. Existing access to the FMDS and proposed OCF is currently via an unpaved, gravel access road that extends west from the end of W Wheeler Street. The project proposes to construct a new access road extending northwest from the end of W Armory Way that currently terminates with a cul-de-sac south of the FMDS site.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

King County Metro services the area along 15th Avenue W, including the RapidRide D Line and Route 32. There are bus stops for these routes at the following cross streets along 15th Avenue W: W Dravus Street, W Armour Way, W Wheeler Street, and W Armory Street.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?**

The project will not create new or eliminate existing parking spaces.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

The project includes construction of an approximately 100-foot-long new paved access roadway to the FMDS from W Armory Way and will include a three-point turn in the W Wheeler Street right-of-way suitable for truck access. Vehicle access will be restricted past the W Armory Way cul-de-sac.

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

The project is located directly to the east of the Balmer Rail Yard. There will be no impacts to the rail yard associated with the project.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?**

Project construction will require approximately 3,400 medium or heavy truck trips over the 2-3 year project duration, or an average of fewer than 5 trips per day, in order to haul materials to and from the project area and support construction activities. Passenger vehicle traffic to the project site is expected to be around 1,000 total trips, or an average of fewer than 2 trips per day, with the majority of the trips occurring at the beginning and end of the standard work day.

Post construction, there will be approximately one additional maintenance vehicle trip a week to the FMDS site compared to current conditions, plus, potentially, two media changes a year. In total, approximately 120 trips per year are expected. No vehicular trips will be generated by the completed project because the project will not result in additional employment.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

No.

- h. Proposed measures to reduce or control transportation impacts, if any:**

Long-term transportation impacts are not anticipated; therefore, mitigation measures have not been developed.

**15. Public Services**

- a. **Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.**

No.

- b. **Proposed measures to reduce or control direct impacts on public services, if any:**

None.

**16. Utilities**

- a. **Circle utilities currently available at the site:**  
**electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other \_\_\_\_\_**

Interbay Pump Station: electricity, water, natural gas  
FMDS and proposed OCF site: electricity

- b. **Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

No additional utilities are proposed for the Interbay Pump Station site. The new OCF may require additional utility connections, such as water and phone or fiber optic cable. Utilities will most likely be installed underground, and the associated construction activities are incorporated into earlier responses. Electricity is provided by Seattle City Light, natural gas is provided by Puget Sound Energy, and water is provided by Seattle Public Utilities.

**C. SIGNATURE**

**The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.**



**Signature:** \_\_\_\_\_

Katherine Fischer, Environmental Programs Managing Supervisor  
King County WTD

**Date Submitted:** 6/8/2021

Figure 1. Vicinity map



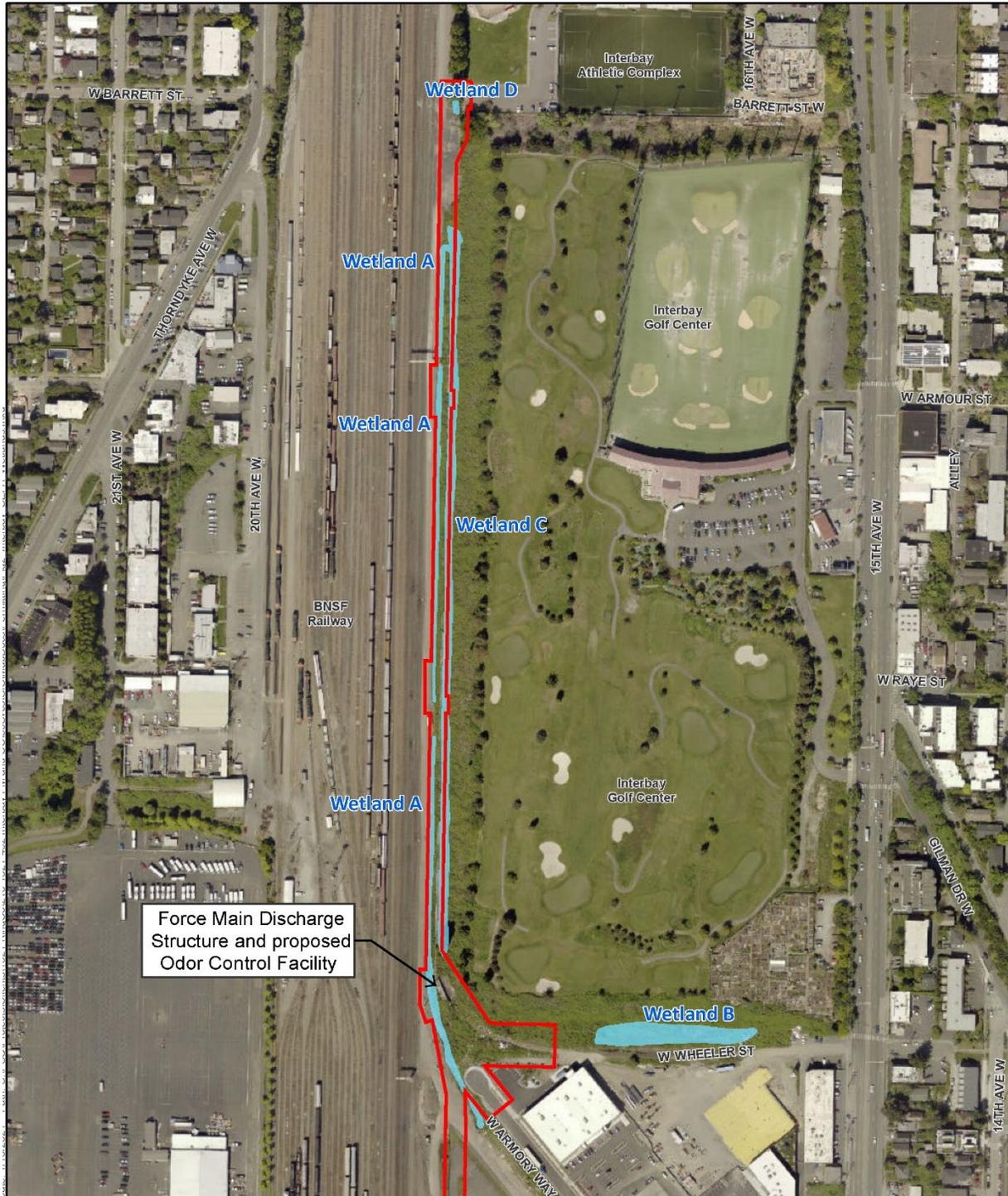
**Parametrix**  
 Source: © Mapbox, © OpenStreetMap,  
 King County, EagleView Technologies

- Project area
- King County Wastewater Treatment Division (WTD) parcels
- Parcel boundary

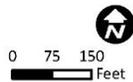


**Figure 1**  
 Vicinity map  
 Interbay Conveyance  
 Rehabilitation and Odor  
 Control Project  
 Seattle, WA

Figure 2. Wetlands in project area



**Parametrix**  
Source: © Mapbox, © OpenStreetMap,  
King County, EagleView Technologies



Project Area  
 Wetland Area

**Figure 2**  
Wetlands  
Interbay Conveyance  
Rehabilitation and Odor  
Control Project  
Seattle, WA

**Table 1. King County greenhouse gas emissions worksheet**

**Section I: Buildings**

Type (Residential) or Principal Activity (Commercial)	# Units	Square Feet (in thousands of square feet)	Emissions Per Unit or Per Thousand Square Feet (MTCO <sub>2</sub> e)			Lifespan Emissions (MTCO <sub>2</sub> e)
			Embodied	Energy	Transportation	
Single-Family Home.....	0		98	672	792	0
Multi-Family Unit in Large Building .....	0		33	357	766	0
Multi-Family Unit in Small Building .....	0		54	681	766	0
Mobile Home.....	0		41	475	709	0
Education .....		0.0	39	646	361	0
Food Sales .....		0.0	39	1,541	282	0
Food Service .....		0.0	39	1,994	561	0
Health Care Inpatient .....		0.0	39	1,938	582	0
Health Care Outpatient .....		0.0	39	737	571	0
Lodging .....		0.0	39	777	117	0
Retail (Other Than Mall).....		0.0	39	577	247	0
Office .....		0.0	39	723	588	0
Public Assembly .....		0.0	39	733	150	0
Public Order and Safety .....		0.0	39	899	374	0
Religious Worship .....		0.0	39	339	129	0
Service .....		0.0	39	599	266	0
Warehouse and Storage .....		0.0	39	352	181	0
Other .....		0.0	39	1,278	257	0
Vacant .....		0.7	39	162	47	178

**Section II: Pavement.....**

Pavement.....		20.00				1000
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**Total Project Emissions:**

<b>1178</b>
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