

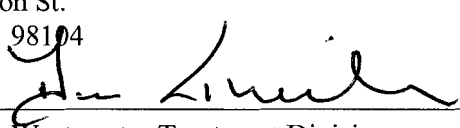


## DETERMINATION OF NONSIGNIFICANCE (DNS)

### TITLE OF PROPOSAL: Bellevue Pump Station Upgrade

**DESCRIPTION OF PROPOSAL:** The King County Wastewater Treatment Division proposes to upgrade the Bellevue Pump Station. Currently, the firm capacity of the existing station is approximately 8.4 million gallons per day (mgd) with a peak capacity of 10.2 mgd. All flows from the pump station are conveyed to the Swayolocken Pump Station which is located about two miles south where wastewater is pumped to the King County South Treatment Plant via the Eastside Interceptor. This project includes updating aging pump station equipment by replacing pumps, electrical system upgrades, modernization of control instrumentation, replacement of odor control systems, and improvements to the building. The pumping capacity will be upgraded to a firm capacity of 11.03 mgd and a peak capacity of 13.60 mgd to meet projected 2040 design flows. Electrical system upgrades will include demolishing the existing generator building and constructing an addition to the existing pump station building to house a new generator. The existing above grade fuel tank will be replaced with a 2000-gallon underground storage tank to supply diesel fuel to the new generator. Building modifications include a raised ceiling and new pitched roof. Also in order to meet flow demands an approximately 5,700 foot long new 24-inch diameter force main will be constructed from the Bellevue Pump Station to the Eastside Interceptor. The new force main is designed to a capacity of approximately 14-mgd to meet projected 2050 flows. The force main will be constructed in segments under both street right of way and private property. Both open cut construction and horizontal directional drilling will be used. Where the new force main connects to the Eastside Interceptor a discharge facility will be constructed. The existing odor control facility at the Eastside Interceptor will be modified or replaced. Construction will be sequenced in order to keep Bellevue Pump Station operational at all times. Improvements to the pump station will take place entirely on the King County owned pump station parcel, except for influent sewer work on 102<sup>nd</sup> Ave. SE. Construction of the force main will mainly occur in public right of way, with use of some private property easements. The use of public right of way will also be necessary for construction staging areas.

**LOCATION OF PROPOSAL, INCLUDING STREET ADDRESS, IF ANY:** Bellevue Pump Station is located at the intersection of SE 6<sup>th</sup> St. and 102<sup>nd</sup> Ave. SE just south of downtown Bellevue, Washington. The force main will be located generally under SE 6<sup>th</sup> St. from the intersection of 102<sup>nd</sup> Ave. SE east to 118<sup>th</sup> Ave. SE.

**Responsible Official:** Don Theiler  
**Position/Title:** Division Director, King County Wastewater Treatment Division  
**Address:** 201 S. Jackson St.  
Seattle, WA 98104  
**Date:** 9/19/05  
**Signature:**   
**Proponent and Lead Agency:** King County Wastewater Treatment Division  
**Contact Person:** Steve Tolzman, Environmental Planner  
Environmental Planning  
201 S. Jackson St., MS KSC-NR-0505  
Seattle, WA 98104, (206) 263-6185  
**Issue Date:** September 20, 2005

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

☒ This DNS is issued under WAC 197-11-340 (2); the lead agency will not act on this proposal for 17 days from the issue date. **Comments must be submitted by October 7, 2005.** Submit comments to Shirley Marroquin, Supervisor Environmental Planning & Community Relations Unit, 201 S. Jackson St., MS KSC-NR-0505, Seattle, WA 98104-3855.

☒ Written appeals of this threshold determination must be received by the SEPA Responsible Official at the above address **no later than 5:00 p.m. October 7, 2005, and must be accompanied by a \$250 fee.** The appeal must follow the procedure established in King County Public Rule PUT 7-4. The rule may be viewed at <http://www.metrokc.gov/recelec/archives/policies/put74pr.htm>, or contact Steve Tolzman at 206.263.6185 or [steve.tolzman@metrokc.gov](mailto:steve.tolzman@metrokc.gov) to obtain a copy.

Statutory authority: RCW 43.21C.110. 84-05-020 (Order DE 83-39), §197-11-970, filed 2/10/84, effective 4/4/84

## **ENVIRONMENTAL CHECKLIST**

### **A. BACKGROUND**

**1. Name of the proposed project:**

Bellevue Pump Station Upgrade

**2. Name of Applicant:**

King County Department of Natural Resources and Parks  
Wastewater Treatment Division

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

King County Department of Natural Resources and Parks  
Wastewater Treatment Division  
201 South Jackson  
Seattle, WA 98104

Contact: Steve Tolzman (206) 263-6185

**4. Date checklist prepared:**

September 13, 2005

**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 Bellevue Pump Station Upgrade is divided into two tasks. First, the construction of a new force main from the pump station to the existing King County Wastewater Treatment Division Eastside Interceptor. Construction of the new force main is anticipated to begin in summer of 2006, and last approximately 12 months. Second construction of improvements to the pump station. Pump station construction activities will begin during the fall of 2006, and last approximately 18 months.

**7. Plans for future additions, expansion, or further activity related to or connected with this proposal:**

There are no plans for future additions or expansions associated with this proposal.

**8. Environmental information that has been prepared, or will be prepared, directly related to this project:**

Adolfson Associates, 2005. Bellevue Pump Station Upgrade Environmental Services Technical Memorandum. Prepared for King County Department of Natural Resources and Parks Wastewater Treatment Division. April 2005

Adolfson Associates, 2005. Bellevue Pump Station Upgrade Preliminary Permit Identification Technical Memorandum. Prepared for King County Department of Natural Resources and Parks Wastewater Treatment Division. April 2005

Environmental Management Consulting, 2005. Bellevue Pump Station Upgrade Odor Control Technical Memorandum. Prepared for King County Department of Natural Resources and Parks Wastewater Treatment Division. April 2005.

Shannon & Wilson, Inc., 2005. Bellevue Pump Station Upgrade Geotechnical Interpretive Report for Pre-Design Phase. Prepared for King County Department of Natural Resources and Parks Wastewater Treatment Division. April 2005.

Shannon & Wilson, Inc., 2005. Limited Phase I ESA Corridor Screening. Prepared for King County Department of Natural Resources and Parks Wastewater Treatment Division. April 2005.

SSA Acoustics, 2005. Bellevue Pump Station Upgrade Acoustical Report. Prepared for King County Department of Natural Resources and Parks Wastewater Treatment Division. April 2005

**9. Applications that are pending for governmental approvals or other proposals directly affecting the property covered by the proposal:**

No government approvals or other proposals are pending related to this project.

**10. List of governmental approvals or permits that will be needed for the proposal:**

The following permits may be required to carry out the Bellevue Pump Station upgrade:

Building Permit (City of Bellevue)  
Shoreline Substantial Development Permit (City of Bellevue)  
Clearing and Grading Permit (City of Bellevue)  
Right-of-Way / Street Use Permit (City of Bellevue)  
Conditional Use Permit (City of Bellevue)  
Mechanical Permit (City of Bellevue)  
Electrical Permit (City of Bellevue)  
Demolition Permit (City of Bellevue)  
Notice of Construction Permit (Puget Sound Clean Air Agency)  
Industrial Waste Discharge Permit (King County)  
NPDES Construction Stormwater Permit (Washington State)

## Underground Storage Tank Notification Requirement (Washington State)

**11. Brief, complete description of the proposal, including the proposed uses and the size of the project and site:**

The King County Department of Natural Resources and Parks Wastewater Treatment Division proposes to upgrade the Bellevue Pump Station in Bellevue, WA (Figure 1). The existing Bellevue Pump Station was completed in 1964. Currently, the firm capacity of the existing station is approximately 8.4 million gallons per day (mgd) with a peak capacity of 10.2 mgd. All flows are conveyed through a 20-inch force main and gravity sewer to the Swayolocken Pump Station which is located about two miles south near the Mercer Slough where wastewater is pumped to the King County South Treatment Plant via the Eastside Interceptor.

The King County Wastewater Treatment Division Conveyance System Improvement (CSI) Program evaluated potential flow transfer and inflow/infiltration reduction alternatives for the area served by the Swayolocken Pump Station, which currently receives flows from the Bellevue Pump Station. The CSI Program recommended the Bellevue Pump Station upgrades be carried out to meet predicted flow demands. Also, as a result of a King County evaluation of the Bellevue Pump Station, Wastewater Treatment Division staff determined that the pumps, motors, electrical and HVAC systems, and instrumentation and controls need to be replaced.

This project includes updating aging pump station equipment by replacing pumps, electrical system upgrades, modernization of control instrumentation, replacement of the odor control equipment, replacement of the standby generator and chemical treatment systems, and improvements to the building (Figure 2). The pumping capacity will be upgraded to a firm capacity of 11.03 mgd and a peak capacity of 13.60 mgd to meet projected 2040 design flows. All three existing sewage pumps at the station will be replaced. The existing influent sewer will be replaced with a concrete channel. Electrical system upgrades will include demolishing the existing generator building and constructing an addition to the existing pump station building to house a new generator. A new 2000-gallon underground storage tank will be installed to supply diesel fuel to the new generator and electrical panels. The existing above ground fuel tank will be replaced with a new 2000-gallon double walled underground storage tank with leak detection to supply diesel fuel to the new generator. Building modifications include raising the roof to facilitate equipment removal and providing a new pitched roof (Figure 3) to match neighborhood buildings.

Also in order to meet flow demands an approximately 5,700-foot long new 24-inch diameter force main will be constructed from the Bellevue Pump Station to the Eastside Interceptor (Figure 1).

The new force main would include air vacuum and air release valves and odor control carbon scrubbers where required along the alignment. These will be located

in separate, below-grade concrete vaults. These vaults will be approximately 6' by 6'. The exact locations have not been determined, but will mainly be located in street right-of-way. Accessibility and existing utility locations may require some of the vaults be on adjacent private properties.

The new force main is designed to a capacity of approximately 14-mgd to meet projected 2050 flows. The force main will be constructed in segments and both open cut construction and horizontal directional drilling will be used. Potential segments are:

- A 3,800-foot-long horizontal directional drill crossing from the pump station under Bellevue High School to SE 6th St. (near Bellevue Athletic Club);
- a 1,000-foot-long horizontal directional drill I-405 crossing from 114th Ave. SE to Lake Hills Connector;
- installation of 500 feet of open-trench along SE 6th St. between Bellevue High School and I-405 horizontal directional drill segments (part of this open trench segment may be replaced with horizontal directional drill to avoid impacts to Sturtevant Creek)
- installation of 400 feet of open-trench parallel to the BNSF tracks and connection to the Eastside Interceptor (Figure 1).

Where the new force main connects to the Eastside Interceptor a discharge and odor control facility may be constructed after confirmation of requirements during final design. If an odor control facility is needed it would be constructed below grade on a parcel adjacent to the BNSF railroad tracks and Eastside Interceptor. The parcel will either be purchased by King County or accessed via an easement. The odor control facility would be designed to process about 500 cubic feet per minute (CFM) of exhaust air. The below grade vault would be approximately 8 feet by 18 feet. Construction would require excavation of the area for the vault then installing a concrete vault, followed by installation of mechanical odor control equipment.

Pump Station construction will be sequenced in order to keep the Bellevue Pump Station operational at all times. Improvements to the pump station will take place entirely on the King County owned pump station parcel, except for replacement of the influent sewer on 102<sup>nd</sup> Ave. SE (Figure 2). It is expected that a temporary closure, for approximately 2 weeks, will be required of 102nd Ave. SE adjacent to the pump station to construct a temporary bypass pumping system.

Construction of the force main will mainly occur in public right of way with use of a few private property easements. The use of public right of way will also be necessary for construction staging areas (Figure 1). A total of three staging areas are planned, two on SE 6th St., and one on the Lake Hills Connector. The first staging area on SE 6th St. (whole width of road) will extend from 102nd Ave. SE westerly to the entrance into the HopeLink Center off of SE 6th ST immediately west of the pump station. The second staging area on SE 6th St. (whole width of road) will extend approximately 650 feet from the Bellevue Athletic Club Driveway to the

114th Ave. SE intersection. Another staging area on Lake Hills Connector (one lane) will extend approximately 1,400 feet from the BNSF Wilburton railroad trestle to the SE 8th St. intersection. In addition to staging areas, construction activities may also require brief closures, or partial closures of other roadways.

**12. Location of the proposal, including street address, if any, and section, township, and range; legal description; site plan; vicinity map; and topographical map, if reasonably available:**

The Bellevue Pump Station is located at the intersection of SE 6th St. and 102nd Ave. SE just south of downtown Bellevue, Washington (Figure 1). The pump station property is located in Section 32, Township 25 North, Range 5 East. The force main will be constructed either by horizontal directional drilling or open cut construction. The force main route will be in both public right of way and private property. The route is located mainly along SE 6<sup>th</sup> ST, in Sections 32 and 33, Township 25 North, Range 5 East (Figure 1).

**B. ENVIRONMENTAL ELEMENTS**

**1. Earth**

**a. General description of the site (underline):**

flat, rolling, hilly, steep slopes, mountainous, other

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

The Bellevue Pump Station site is flat ground. The force main route is an approximately 5,700-foot long linear path with several high points. The slopes associated with these high points are 20 to 30 %. The slopes will be avoided by tunneling under them.

**c. What general types of soils are found on the site (for example clay, sand, gravel, peat, muck)? Specify the classification of agricultural soils and note any prime farmland.**

The soils in the project area and agricultural classifications are listed in the table 1 below. No portion of the project area is currently used for agriculture.

**Table 1: Project Area Mapped Soils**

<b>Soil Survey Map Unit</b>	<b>Agricultural Soils Classification</b>
AgC: Alderwood gravelly sandy loam, 6 to 15 % slopes	Farmland of statewide importance
AgD: Alderwood gravelly sandy loam, 15 to 30 % slopes	Farmland of statewide importance
AmC: Arents, Alderwood material, 6 to 15 % slopes	Not Classified
No: Norma sandy loam	Prime farmland if drained
Sk: Seattle muck	Prime farmland if drained
Tu: Tukwila muck	Prime farmland if drained
Ur: Urban land	Not Classified

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

The City of Bellevue has mapped soil liquefaction potential throughout the city. The Bellevue Pump Station site includes areas classified as moderate to high and very low potential for soil liquefaction. The force main route passes through areas classified as very low liquefaction potential and peat.

**e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate the source of the fill.**

At the pump station minor filling and grading is proposed. Existing grades on the site will be maintained. Excavation, primarily stripping of topsoil, of approximately 280 cubic yards and backfill of less than 200 cubic yards is necessary to construct the new building addition, increase the size of the inlet sewer pipe, install miscellaneous yard piping, and widen the driveway. Clean sand and gravel fill will be imported from a local source.

Approximately 5,000 feet of the 5,700-foot long new force main will be constructed by horizontal directional drill. This will limit the amount of grading and filling. Drilling is expected to remove approximately 2,250 cubic yards of soil. This soil will be disposed of by hauling off-site by truck. The remaining 1,000 feet of the force main will be constructed by open cut and back fill. This will involve excavating approximately 1,600 cubic yards of soil and replacing it with about the same amount of imported fill material. The excavated material will be hauled off-site by truck. Imported fill will consist mainly of sand and gravel and will be used for pipe bedding and trench backfill. The fill will be obtained from local commercial sources.

**f. Could erosion occur as a result of clearing, construction, or use?**

The potential for erosion is minor, as the areas where excavation will take place are relatively flat. Steep slopes in the project area will be avoided by tunneling under them.

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

Construction of the building expansion will increase the amount of impervious surface at the Bellevue Pump Station by approximately 744 square feet. About 41% of the site will be impervious area after the project.

The new force main will not increase impervious surface area. Once the force main is installed all areas will be restored to preconstruction conditions.

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

An erosion and sedimentation control plan consistent with state and local requirements will be prepared prior to construction. Measures taken to minimize erosion potential will likely include installation and maintenance of silt fences and straw bales.

**2. Air**

**a. What types of emissions to the air would result from the proposal (e.g., dust, automobile, odors, industrial, wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities, if known.**

During construction, there may be a small increase in exhaust emissions from construction vehicles and equipment and a temporary increase in fugitive dust. These impacts are anticipated to be temporary.

Modifications to the Bellevue Pump Station are being undertaken to ensure consistent and reliable operation. The equipment at Bellevue Pump Station will remain essentially the same; therefore, operational emissions will not be changed from current conditions. The pump station upgrade will include upgrades to the carbon scrubbing odor control systems to treat odors and hydrogen sulfide.

The new force main will have several air vacuum and air release valves. There is the potential for odors to be emitted from these. Odor control carbon scrubbers will be installed at air vacuum and air release valves to remove odors.

The discharge structure constructed at the new force main connection point to the Eastside Interceptor is another potential odor source. An odor control facility may be installed at the connection point, or an existing odor control facility will be modified to handle these potential odors.



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

Off-site sources of odor are not anticipated to affect this project.

**c. Describe proposed measures to reduce or control emissions or other impacts to air, if any.**

Short-term, construction related air pollutant emissions would be addressed by requiring proper maintenance of equipment, using electrically powered equipment where practical, and avoiding prolonged idling of vehicles and equipment. Spray water may be used to minimize dust if necessary.

The exhaust air from the existing pump station is routed through odor control units. The existing odor scrubber will be replaced with a carbon scrubber to remove odorous compounds such as hydrogen sulfide that are found in untreated wastewater.

The new force main will be equipped with a chemical (nitrate solution) dosing station at the pump station for injection into wastewater prior to flows entering the force main. This chemical injection will control hydrogen sulfide generation in the force main. Passive odor control (activated carbon vessels) systems will also be provided at each of the air release points along the force main alignment, and an odor control unit will be provided at the force main discharge location near the connection point to the Eastside Interceptor (or an existing odor control facility will be modified to handle these potential odors).

**3. Water**

**a. Surface:**

**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, and wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

Meydenbauer Creek is in the immediate vicinity of Bellevue Pump Station. Meydenbauer Creek is within the East Lake Washington basin. The City of Bellevue classifies Meydenbauer Creek as a Type A Riparian Corridor. It is highly urbanized, flowing westerly through commercial and multi-family land uses before flowing into Lake Washington at Meydenbauer Bay. Portions of Meydenbauer Creek downstream of Bellevue Pump Station contain cutthroat trout. No fish were reported upstream of an impassable culvert at 102nd Ave. SE.

The new force main would cross Sturtevant Creek where it flows under SE 6th St. in a culvert, west of I-405. The City of Bellevue classifies Sturtevant

Creek as a Type A Riparian Corridor. Sturtevant Creek is located within the Kelsey Creek basin and flows south along and under I-405, discharging to Mercer Slough. Heavy commercial development and impervious surface cover the Kelsey Creek basin. Coho salmon and cutthroat have been found in Sturtevant Creek downstream of I-405 in the project area.

A search of local, state, and federal wetland inventories was conducted for the project area. These included the Bellevue Sensitive Areas Notebook (City of Bellevue, 1987), the Washington Department of Fish and Wildlife (WDFW) Priority Habitats and Species (PHS) database (WDFW, 2004), and the National Wetlands Inventory (NWI) (USFWS, 1983).

No wetlands are inventoried or mapped on the Bellevue Pump Station Site.

Along the proposed new force main alignment a large wetland complex is located in the eastern portion of the project area, south of SE 6th St. (Figure 1). It is a forested/scrub-shrub/emergent wetland associated with Sturtevant Creek and is approximately 9 acres in size.

No other wetlands are mapped in the project area.

**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.**

No work will occur in surface waters. No work will occur within 200 feet of daylighted portions of Meydenbauer Creek. Work will occur within 200 feet of Sturtevant Creek and associated wetlands (Figure 1).

The daylighted portion of Meydenbauer Creek is located approximately 500 feet (at its closest point) north of the pump station and proposed new force main alignment. Through use of BMPs no impacts to Meydenbauer Creek or its associated wetlands are anticipated with pump station and force main construction and operation.

Sturtevant Creek is located in the eastern portion of the project area. The proposed new force main alignment would cross the stream where it flows under SE 6th St. in a culvert, west of I-405. Either open-cut construction over the existing culvert or horizontal directional drilling under the creek is planned in order to avoid in water work.

- 3. Estimate the amount of fill and dredge material that could 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 materials.**

No material would be placed in or removed from surface waters or wetlands associated with this project.

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

No surface water withdrawals or diversions will occur as a result of the construction or operation of this project.

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

The Federal Emergency Management Agency Flood Insurance Rate Map indicates the Meydenbauer Creek 100-year floodplain is east of the Bellevue Pump Station Site. The portion of the project area that crosses Sturtevant Creek is not mapped floodplain.

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

No discharges of waste materials to surface waters are proposed.

**b. Ground**

- 1. Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.**

Replacing a portion of the pump station influent sewer with a concrete channel would involve construction below the water table and dewatering. Along portions of the open-cut force main dewatering is also expected. It is anticipated that dewatering for the inlet sewer pipe will require dewatering volumes in excess of 25,000 gpd. Dewatering for the open-cut force main installation and/or construction of the discharge structure may also require dewatering volumes in excess of the 25,000 gpd. Discharge of dewatering volumes to the sanitary sewer system would require a King County Industrial Waste discharge approval. Depending on the timing of this work, wet versus dry season, a variance to discharge more than the 25,000-gpd limit to the sewer may be required. If a variance could not be obtained dewatering volumes could be discharged to the local stormwater drainage system or into a temporary sedimentation basin and filtration system. It is anticipated that discharge of dewatering volumes to the local stormwater drainage system would require approval from the City of Bellevue and

monitoring to ensure the water meets Washington State Department of Ecology water quality standards. Dewatering volumes would likely be passed through a temporary sedimentation basin and sand filtration system in order to meet water quality standards.

If contamination is found dewatering volumes would be pumped into a storage tank and delivered to a special handling facility. There will be no discharge of water to the ground associated with this proposal.

**2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any. 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) is expected to serve.**

Small spills or leaks of motor oil, diesel fuel, or hydraulic fluid could occur during construction. See item d. below for measures to minimize the potential for these materials to be discharged into the ground.

After construction, potential waste discharges will be spills or leaks of petroleum hydrocarbons from vehicles using the small parking lot, from vehicles delivering fuel to the underground standby generator, from the generator fuel tank or from vehicles delivering chemicals to the pump station. Chemical spills during delivery are another potential waste discharge source. See item d. below for measures to minimize these potential discharges.

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

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

The amount of impervious surface at the pump station will increase by approximately 744 square feet as a result of this project. The existing stormwater collection and detention system at the pump station is adequate to handle the additional impervious surface areas created by this project. Runoff from the new developed areas will be collected and managed in the same manner as the existing developed area. A stormwater management plan complying with all local and state requirements will be prepared for the project. See item d. below for further description of the plan.

The forcemain portion of this project will create no additional impervious surface areas.

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

During both construction and operation, the source of runoff will be storm water.

During construction, stormwater runoff from the pump station site and staging area will be collected and treated to remove sediments prior to discharge to the local stormwater system.

After construction, stormwater runoff from the pump station will be managed in accordance with local and state requirements.

**d. Describe proposed measures to reduce or control surface, ground, and runoff water impacts, if any.**

The project will be constructed in accordance with applicable state and local permits, which will specify a range of measures designed to reduce or control potential surface, ground, or runoff water impacts. Prior to construction, a Stormwater Pollution Prevention Plan (SWPPP) will be prepared. The SWPPP will prescribe erosion and sediment controls and other Best Management Practices (BMPs) designed to minimize the risk of sediment or other contaminants entering the surface or groundwater from the project site or staging area. Potential construction BMPs include:

- Employ typical erosion control measures such as filter fabric fences, hay bales, and covering of soil stockpiles or exposed soils;
- Apply sediment control measures as needed such as settling tanks to prevent sediment from leaving the site;
- Designate personnel to inspect and maintain temporary erosion and sedimentation control measures;
- Store materials away from surface waters and wetlands;
- Refuel construction equipment and vehicles away from surface waters and wetlands whenever practicable;
- Maintain spill containment and clean up material at the construction site;
- Contain equipment and vehicle wash water associated with construction and keep it from draining into surface waters and wetlands;
- Use appropriate means to minimize tracking of sediment onto public roadways by construction vehicles;
- Restore disturbed areas by replanting or repaving as soon as practical after construction is completed.
- Comply with wet season restrictions on clearing and grading.

Structural and operational measures will be taken to minimize the potential for fuel spills associated with the standby generator's underground fuel tank. The tank will be double-walled and have automatic shutoff valves and a leak

detection system. Appropriate BMPs, such as a fuel level indicator, signage to discourage over-filling, and staff training will be implemented to minimize the risk of fuel spills.

The chemical storage and feed installation will be provided with comprehensive safety features to comply with requirements of the Uniform Building Code and the Uniform Fire Code. Safety features will include secondary containment, leak detection systems, alarms, overfill protection, clear labeling, splash guards, eyewash and shower, and cabinets for goggles and other personal protection equipment. Chemical storage tanks will be filled inside the chemical storage room. This will minimize the potential for chemical spills because the floor of this room will be lower than the entrance, thus providing a “basin” to contain any chemicals that might be spilled (secondary containment).

#### **4. Plants**

##### **a. Types of vegetation found on site:**

**Deciduous trees:** alder, willow, big leaf maple, ornamental landscaping

**Evergreen trees:** ornamental landscaping

**Shrubs:** ornamental landscaping

**Grass:** reed canarygrass, lawn

**Pasture:** none

**Wet Soil Plants:** none

**Water Plants:** none

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

Lawn area will be removed or altered as part of Bellevue Pump Station upgrades and construction of the new force main. Approximately six existing trees on the Bellevue Pump Station parcel will be removed. Ornamental landscaping could be removed and/or altered if construction activities for the force main extend beyond the road prism. Disturbed areas will be restored to preconstruction conditions.

Construction of the new forcemain may disturb vegetated areas adjacent to the right-of-way. Disturbed areas will be restored to preconstruction conditions.

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

A search of the Washington Department of Natural Resources (WDNR) Natural Heritage Program database was also conducted for listed plant species in the

project area. No sensitive plant species or rare ecosystems are known to occur within a one-mile radius of the proposed project.

**d. Describe proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on site.**

The site plan has been developed to preserve vegetation where possible. Disturbed areas not occupied by improvements will be restored to current conditions following construction.

**5. Animals**

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

**Fish:** bass, salmon, trout, herring, shellfish, other

**Amphibians:** frogs, salamanders, other

**Reptiles:** lizards, snakes, turtles, other

**Birds:** hawks, heron, eagle, songbirds, ducks, other

**Mammals:** deer, bear, elk, beaver, raccoon, other

**b. List any threatened or endangered species or critical habitat near the site.**

Federally listed threatened or endangered terrestrial species that may occur in or near the proposed alignments include the bald eagle and peregrine falcon. State listed threatened, endangered, or candidate species identified by Washington Department of Fish and Wildlife (WDFW) that may occur in the vicinity include the osprey and great blue heron.

WDFW reports the closest known bald eagle nest is located approximately 2,000 feet south of the Bellevue Pump Station. However, WDFW notes that in 2001 the nest was gone and therefore inactive. The WDFW Priority Habitats and Species (PHS) database also includes a large habitat polygon (approximately 3 square miles) located west and south of the pump station as a bald eagle territory just outside Chism Beach Park (last noted as active in 1996). The pump station and alternative alignments are not within this mapped eagle territory.

A peregrine falcon nest is mapped near the Bellevue city center, approximately 1.2 miles northeast of the pump station. The proposed alignment for the new force main is approximately 1.8 miles from the nest.

Sturtevant Creek is classified by the WDFW PHS database as a priority and anadromous fish presence. Federally listed chinook salmon are known to be in Mercer slough which receives flows from Sturtevant Creek.

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

Mercer Slough which receives flows from Sturtevant Creek is a migratory route for chinook, coho and sockeye salmon species. These fish species may utilize upstream tributaries including Sturtevant Creek as spawning and/or rearing areas. The project site is located within the Pacific Flyway, which is a flight corridor for migrating waterfowl and other avian fauna. The Pacific Flyway extends from Alaska south to Mexico and South America.

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

The proposed project is not expected to result in any impacts to wildlife or wildlife habitat; therefore, mitigation measures have not been developed.

**6. Energy and Natural Resources**

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

Electricity provided by Puget Sound Energy is used to power Bellevue Pump Station. During electrical power outages a diesel generator will supply electricity to Bellevue Pump Station.

**b. Would the project affect the potential use of solar energy by adjacent properties? If so, explain.**

The proposal would not affect the potential use of solar energy by adjacent properties.

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

A LEED (Leadership in Energy and Environmental Design) Green Building Rating evaluation report will be prepared during final design that summarizes the opportunities for green building design and recommendations for incorporation into the project. After reviewing the LEED opportunities and potential costs, King County will then determine which LEED elements to incorporate into the project.



## 7. Environmental Health

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

During construction, petroleum products, including fossil fuels, lubricants and solvents, will be used. It is possible that spills of these substances could result in health hazards, however the potential for adversely affecting the environmental health of workers and nearby residents is very low. As noted above, a Stormwater Pollution Prevention Plan (SWPPP) will be implemented throughout construction. The SWPPP will specify BMPs to minimize the risk of spills or leaks, as well as procedures for prompt containment and clean-up should a leak or spill occur.

The pump station will include a chemical storage and feed system to control odors and corrosion in the force mains receiving wastewater. The system will be equipped with a chemical dosing station to inject a nitrate solution prior to flows entering the force main. The volume of chemical storage capacity is about 2,000 gallons.

During pump station operation, about 2,000 gallons of diesel fuel will be stored in an underground, double-walled standby generator fuel tank.

**1. Describe special emergency services that might be required.**

No special emergency services are anticipated as a result of this proposal.

**2. Describe proposed measures to reduce or control environmental health hazards.**

Upgrades to the Bellevue Pump Station will comply with requirements of the Uniform Fire Code and all applicable sections of the Bellevue Fire Code. Permit guidelines for storage, use, dispensing, and handling of chemicals including spill control, secondary containment, ventilation, and fire extinguisher systems will be implemented. Pump station operators will receive training in chemical handling protocols and the use of personal safety equipment. Bulk chemical storage at the Bellevue Pump Station will be located indoors in a dedicated room. A separate containment area is planned around each of the chemicals stored in the room with a minimum capacity equal to the maximum volume stored in the tank. Drip sumps that drain to the containment area are planned below the fill ports for each tank. Small volume chemical storage will be located indoors in the air treatment room. These “day tanks” will be located within a containment area with a minimum capacity equal to the maximum volume stored in the tank. Manually operated valves are planned to control drainage from each of the tank containment areas. Drainage from the containment areas will flow back to the sewer and be routed to a regional wastewater treatment plant or be

pumped to a disposal container with a portable submersible pump. If an emergency situation resulted in a spill or leak the appropriate public safety responders would be alerted and the spill area would be isolated.

**b. Noise**

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

Noises in the project area are consistent with a typical suburban neighborhood including traffic and overhead airplanes. Hourly noise levels were measured at the Bellevue Pump Station site from July 29 to August 2 2004. Noise levels ranged from 42 to 63 dBA.

Noise levels in the project area are regulated by Bellevue Municipal Code (BMC) Chapter 9.18 Noise Control. The sound level limits during construction of the pump station upgrades and new forcemain are summarized in Table 2 below.

**Table 2: Construction Noise Maximum Noise Levels**

<b>Time of Day</b>	<b>Residential Areas Sound Level Limit (dBA)</b>
<b>Daytime Noise</b> Weekdays 7 a.m. to 6 p.m. Saturdays 9 a.m. to 6 p.m.	Exempt
<b>Nighttime and Sunday</b> Non daytime hours, Sunday and legal holidays	45

The maximum permissible sound levels for operation of the pump station site are summarized in the table below. Maximum permissible sound levels for the new forcemain route are not reported. Because the new forcemain will be underground no noise impacts are expected.

**Table 3: Maximum Permissible Sound Levels**

	<b>Daytime Residential Sound Level Limit (dBA)</b>	<b>Nighttime<sup>1</sup> Residential Sound Level Limit (dBA)</b>
Equipment Noise	55	45
Equipment Noise (Impulsive <sup>2</sup> or Pure Tone <sup>3</sup> )	50	40
Diesel Engine Generator <sup>4</sup>	75	75
1. The hours between 10:00 p.m. and 7:00 a.m (BMC 9.18.030). 2. A sound that is of short duration, usually less than one second, with an abrupt onset and rapid decay, with a peak value exceeding the ambient level by more than 10 dBA (BMC 9.18.015). 3. Any sound which can be distinctly heard as a single pitch or a set of single pitches (BMC 9.18.015). 4. Stationary generators are not to exceed a sound level of 75 dBA at any property line (BMC 9.18.020.5)		

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

Short-term temporary increases in noise levels may be experienced during construction. Maximum sound levels associated with commonly used construction equipment are shown in the table below. A distance of 50 feet from the equipment is assumed.

**Table 4: Maximum Noise Levels Associated with Expected Construction Equipment**

Type of Equipment	Range of Maximum Sound Pressure Level at 50 feet, dBA
Crawler Tractor/Dozer	81-90
Front End Loader	82-90
Hydraulic Backhoe excavator	82-90
Grader	79-86
Mobile Crane	82-85
Portable Air Compressor	82-89
Trucks	81-87

At distances greater than 50 feet, these maximum sound levels would be further reduced. Actual reduction would depend on the distance and orientation of the equipment with respect to line of sight of the receptors through terrain, berms, barriers and existing buildings.

The main noise source from the complete Bellevue Pump Station Upgrade will be from new mechanical equipment. Normal pump station operation will be designed to not exceed 45 dBA at the nearest receiver property line. A new diesel engine generator will also be installed at the pump station. The generator will only operate during unanticipated electrical power outages and periodic testing. Periodic testing will typically be for one hour once per month during weekday working hours. The generator will not exceed the City of Bellevue's permissible noise level of 75 dBA. A 75 dBA-noise level would be equivalent to a very noisy urban residential area.

Because the new forcemain will be underground no noise impacts are expected.

**3. Describe proposed measures to reduce or control noise impacts, if any.**

There will be noise generated from construction of the new pump station buildings and the force main. There is no specified code limit for construction during the daytime. There will be some short-term construction activity during nighttime and Sunday hours requiring a noise variance from the City of Bellevue. Construction activities during nighttime hours may include drilling of the force main, truck traffic, operation of temporary

electrical generators, temporary pumping, excavators, etc. A noise control and monitoring plan will be developed prior to construction. Specific construction noise mitigation measures that could be implemented are:

- Fixed noise barrier walls
- Portable noise barriers
- Noise monitoring during nighttime activities to ensure compliance
- Limitations on certain types of construction activities at night
- Input into layout of construction area equipment (i.e. keeping loudest noise source away from sensitive receivers)
- Specifications for maximum permissible noise levels from construction equipment

Noise mitigation measures identified in the plan will be included as requirements of the contractor selected by King County.

Normal pump station operation will be designed for 45 dBA at the nearest receiver property line. The generator will not exceed 75 dBA at the nearest property line. Additional mitigation measures may be used to reduce the noise to less than 75 dBA. The mitigation measures include:

- 4" acoustic lining on ceiling of generator room, 2" wall panels
- 5 foot silencer on air intake
- 7 foot silencer on air exhaust
- Special Custom muffler on engine exhaust

## **8. Land and Shoreline Use**

### **a. What is the current use of the properties adjacent to the site?**

The Bellevue Pump Station is located on the northwest corner of the intersection of 102nd Ave. SE and SE 6th St. Surrounding land uses include a landscaped park and transitional housing facility directly to the west, multi-family residential development to the east, a child care facility to the north, and vegetated open space to the south, with single-family residential uses beyond.

The force main route would tunnel under or be installed by open cut construction in street right-of-way. Where street right of way is not used the force main will be installed by tunneling under areas occupied by vegetated steep slopes, Bellevue High School, an athletic club, residential neighborhoods, and office uses.

Land uses surrounding the open cut construction and staging area of the force main route include single and multi family residential and office uses on SE 6<sup>th</sup> St.

**b. Has the site been used for agriculture? If so, describe.**

The site has not been used for agriculture.

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

There are currently two structures on the pump station site: a pump station (559 square feet) and a generator building (677 square feet). The facility is enclosed within a fence.

The force main route would be under existing streets and I-405, Bellevue High School, residential homes, and a public courthouse building.

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

The existing generator building on the pump station site is proposed to be demolished (Figure 2).

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

The City of Bellevue zoning designation for the pump station site is Multi-Family (R-20), a designation that is intended for moderate density residential development (20 dwelling units/acre). Adjacent properties to the north, east, and west are also zoned Multi-Family (R-20) while properties located south of SE 6th St. are zoned Single-Family (3.5 units/acre). The force main route passes through areas zoned Single-Family (R-4), Multi-Family (R-20), Downtown Commercial, and Office.

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

The Bellevue Comprehensive Plan designates the pump station site as Multi-Family (Medium Density) Residential. The force main alignments cross through areas designated Multi-Family and Single-Family Residential, Commercial, and Office.

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

The upgrades to the Bellevue Pump Station are not within the City of Bellevue Shoreline Overlay District. The new force main will pass through a Shoreline Overlay District associated with Lower Kelsey Creek. A Shoreline Substantial Development Permit would be required for the new force main crossing Sturtevant Creek at SE 6th St., regardless of the construction method used (e.g., tunneling or open-cut).

**h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.**

The Bellevue Pump Station site has been classified as having a moderate to high and very low potential for soil liquefaction.

The new force main will pass through environmentally sensitive areas. It is expected that City of Bellevue Sensitive Areas Review will be required for construction and other activities within buffer areas associated with Meydenbauer Creek and/or Sturtevant Creek.

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

No people will reside in the completed project. The number of staff working at Bellevue Pump Station will not change following the improvements. Staffing of the site is intermittent, depending on operational needs. Normally, the station is not staffed.

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

No one will be displaced by this project.

**k. Describe proposed measures to avoid or reduce displacement impacts, if any.**

Measures to reduce or avoid displacement impacts have not been developed as displacement is not anticipated as a result of this project.

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

This project includes improvements to existing facilities; changes to facility type or use are not proposed. King County will obtain a conditional use permit from the City of Bellevue for work at the pump station with applicable measures to ensure the compatibility of the proposal with existing and projected land uses.

**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. Describe proposed measures to reduce or control housing impacts, if any.**

Housing impacts would not occur as a result of this project; therefore, mitigation measures are not proposed.

**10. Aesthetics**

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

Proposed upgrades to Bellevue Pump Station include demolishing the existing generator building and constructing a new pump building superstructure, electrical room, and storage room (chemical room). The new building will have a high pitched roof similar to adjacent buildings in the neighborhood (Figure 3). The maximum building height will be approximately 28 feet. Materials for exterior improvements and fence alterations will be consistent with adjacent neighborhood buildings. Minor modifications to the existing building and outside the building are depicted in Figure 2.

The new force main will be buried.

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

No views would be altered or obstructed as a result of Bellevue Pump Station Upgrades.

**c. Describe proposed measures to reduce aesthetic impacts, if any.**

Mitigation measures include replacing the existing flat roof with a high pitched roof similar to adjacent buildings in the neighborhood. Also, materials for exterior improvements and fence alterations proposed are consistent with adjacent neighborhood buildings. Mechanical and other equipment outside of the pump station will be visually screened as appropriate.

**11. Light and Glare**

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

Exterior lighting installed on new Bellevue Pump Station buildings will illuminate the site in a manner similar to existing conditions.

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

Neither the current nor the proposed lighting at Bellevue Pump Station pose a safety hazard or interfere with views in the area.

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

No off-site sources of light or glare would affect this proposal.

**d. Describe the proposed measures to reduce or control light and glare impacts, if any.**

Impacts from light and glare are not anticipated; therefore, mitigation measures have not been developed.

**12. Recreation**

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

No recreational opportunities exist on the site. The City of Bellevue SE 6<sup>th</sup> St. Park is located on a parcel abutting the pump station site. The park is approximately .2 acres in size, and contains a playground area. The City of Bellevue 102<sup>nd</sup> Ave. Trail is located adjacent to the pump station site. Several other parks and trails are within a few miles.

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

The project will not displace any existing recreational uses.

**c. Describe proposed measures to reduce or control impacts on recreation, including recreational opportunities to be provided by the project or applicant.**

Noise and construction activities have the potential to affect the use of SE 6<sup>th</sup> St. Park. See section B.7.b.3 for a discussion of the noise mitigation measures. Impacts to recreation at other parks are not anticipated.

**13. Historic and Cultural Preservation**

**a. Are there any places or objects listed on or eligible for national, state, or local preservation registers known to be on or next to the site? If so, generally describe.**

Wilburton Railroad Trestle which spans Mercer Slough is listed on the Washington Heritage Register (Figure 1). No other places or objects listed on or eligible for preservation registers are known to exist at or near the site.

**b. Generally describe any landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site.**

No places or objects of cultural or historical significance are known to exist at or near the site.



**c. Describe proposed measures to reduce or control impacts, if any.**

Impacts to historic or cultural resources are not anticipated; therefore, mitigation measures have not been developed. The new force main route passes under the Wilburton Trestle. Should historic or cultural resources be discovered during construction, construction activities will be halted, and a professional archaeologist will be consulted.

**14. Transportation**

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

Local roadways within the project area would be affected by the construction of the pump station upgrades and new force main. Affected roadways include SE 6th St. which run in an east-west direction and 102nd Ave. NE, Bellevue Way, 112th Ave. SE and Lake Hills Connector, which run in a north-south direction.

The City of Bellevue classifies its arterials as major, minor, collector, and freeway. Bellevue Way, 112th Ave. SE and Lake Hills Connector are classified as major arterials, SE 6th St. and 102nd Ave. NE are not classified. Bellevue Way, 112th Ave. SE and Lake Hills Connector all carry high volumes of traffic, and provide access to high density residential, business and office uses.

Access to the Bellevue Pump Station construction site will be from SE 6<sup>th</sup> St. It is estimated that there will be an average of one to two daily one way truck trips to the site throughout the construction period. There will be peaks of up to six daily trips for several weeks during excavation, backfill, demolition, and concrete pouring activities.

Construction traffic access to the force main construction staging areas will be via Bellevue Way, 112th, 114th, Lake Hills Connector, and SE 5th St. off of Lake Hills Connector. Peak one way truck trips to and from these sites will be two per hour.

A total of three construction staging areas are planned, two on SE 6th St., and one on the Lake Hills Connector (Figure 1). The first staging area on SE 6th St. (whole width of road) will extend from 102nd Ave. SE westerly for approximately 400 feet (Figure 1). This portion of the street would be closed for the duration of project construction, up to two years. The second staging area on SE 6th St. (whole width of road) will extend from 114th Ave. SE westerly for approximately 650 feet (Figure 1). This portion of the street would be closed for up to four months. The staging area on Lake Hills Connector (one lane) will extend approximately 1,400 feet from the BNSF Railroad trestle to the SE 8th St. intersection (Figure 1). This portion of the street would be closed for up to two months.

**b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?**

Bellevue Way is served by Metro bus routes 222 and 956 and Sound Transit, Route 550. Sound Transit Route 560 serves 112<sup>th</sup> Ave. SE. The Lake Hills Connector is served by route 271. The proposed new force main will tunnel under these routes to the greatest extent possible. Force main construction staging may affect transit service on Lake Hills Connector.

**c. How many parking spaces would the completed project have? How many would the project eliminate?**

No public parking spaces will be added or eliminated as a result of this project.

**d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe.**

No new roads, or improvements to existing roads, are planned associated with this proposal.

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

The project will not use water, rail, or air transportation.

**f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

The completed project would not generate any additional vehicular trips above current conditions.

**g. Describe proposed measures to reduce or control transportation impacts, if any.**

Construction traffic impacts would be temporary and intermittent. King County will develop a traffic control plan. The traffic control plan will be submitted to the City of Bellevue for approval as part of the Right-of-Way/Street Use Permit.

There would be truck and vehicle trips to and from the project site during construction. Temporary obstruction of SE 6<sup>th</sup> St. and partial obstruction of the Lake Hills Connector is necessary for construction staging. The traffic control plan would comply with City of Bellevue requirements. Short term transportation impacts could be mitigated during construction by minimizing major material delivery or removal during peak travel hours when possible, temporary traffic lane shifting, and routing material delivery and removal traffic to minimize travel on surface streets. Advance notice of the project could be provided through postings and other means to alert users of affected roadways

the project. Alternative access routes to businesses and homes could be provided for those that are blocked.

#### 15. Public Services

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

The proposed project will not result in the need for any additional public services.

- b. **Describe proposed measures to reduce or control direct impacts on public services.**

Impacts to public services are not anticipated; therefore, mitigation measures have not been developed.

#### 16. Utilities

- a. **Underline utilities currently available at the site:**

Utilities available at the Bellevue Pump Station site:

Electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic systems, other

- 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.**

Bellevue Pump Station is powered by electricity supplied by Puget Sound Energy. Improvements to Bellevue Pump Station will include a new, larger electrical service. The onsite transformer will also be relocated from the north to the south side of the site.

#### 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: \_\_\_\_\_

Date Submitted: \_\_\_\_\_

## REFERENCES

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